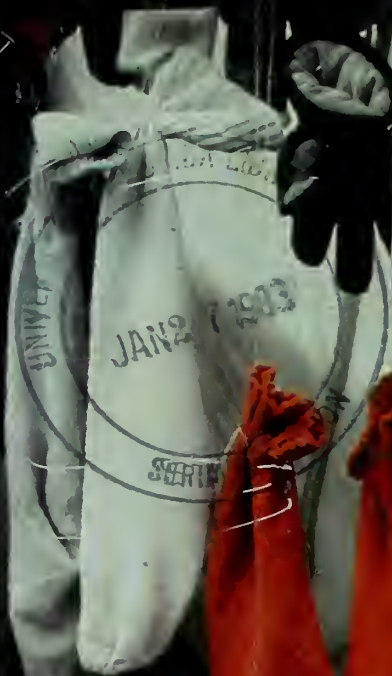
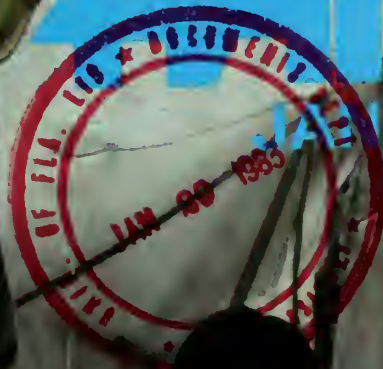




# ALL LANDS

JANUARY 1983



in this issue

Cold Weather Survival

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*Her Honor the Mayor, San Francisco's Dianne Feinstein, was decidedly biased during two softball games that pitted her police and fire department teams against visiting Navy teams during recent Fleet Week festivities in the city by the Golden Gate; Navy was sunk—once. Still, thousands cheered the arrival of the 12-ship armada led by the carrier USS Coral Sea (CV 43), and Her Honor was in the forefront of that cheering section. More on Fleet Week to come in a future issue. Photo by PHC Corinne Kelly.*



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1983 60th YEAR OF PUBLICATION—NUMBER 792



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Back: Sailors from USS Blue Ridge (LCC 19) get their money's worth taking the Rose Garden tour near Bangkok, Thailand. Photo by JO2 Glenn Jochum.

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# The Navy





# Really Cares

Seaman White stood frozen in place in the telephone booth reviewing the news he had just heard from his folks back home. He was a father. Excitement shot through his body. Suddenly he felt a tremendous weight on his shoulders. He had fathered triplets—an instant family.

He had been saving since he entered

boot camp six months ago to bring his wife out to the West Coast with him after getting settled in a permanent assignment. They figured that with both of them working after the baby was born, they could make ends meet.

He wanted to leave for home on the next flight, but the expense would take a chunk out of his savings. He thought of the extra family expenses, the two additional cribs, and maybe the Whites would even need a station wagon. For the first time since he joined the Navy, White was worried about his future.

Petty Officer Johnson sat staring at the computer terminal screen in front of her as she thought about the letter she had received from her mother the day before. She had an uneasy sleep last night because her mother's words kept going through her mind.

"Please come home, I really need you here. It's been so hard since your father died. Why won't the Navy let you come home for a while?"

Johnson's supervisor commented that she would accomplish more work if she would begin doing some. As the chief walked away, Johnson typed on the terminal, "I hate this place, I hate the Navy."

Mrs. Williams shouted upstairs for the children to hurry and get ready. She stopped in front of the hall mirror to check her hair and her makeup again. As the children came running down the stairs, her thoughts drifted back to the events of the last nine months.

This had been the roughest separation ever for her and the children. Wasn't it supposed to get easier with

experience? First it was the car radiator, then Bobby's broken arm, the broken water pipe, little Mike's report card and the car transmission. The list just went on and on.

She remembered how tense things were just before her husband had left on this long deployment. What were things going to be like for them now? She knew he loved being a Navy pilot and understood why he had to be away. But even after eight years, it was just something she could never get used to, especially the rough periods of adjustment just before and after a deployment. She wondered how much more she could take.

These three situations illustrate the variety of problems Navy people and their families face today. As it has for the rest of society, the last decade has brought about numerous new social and economic problems for Navy families.

The stresses military people and their dependents face play a major role in on-the-job attitudes and performance. More than ever before, how a Navy career will affect family life has become a key factor in making the decision to stay in or leave the Navy. Thus, the way Navy families view their roles has a direct relationship to the Navy's goals and the accomplishment of its mission.

"I've been a Navy wife for 23 of my 25 married years," said Delores Krause, an administrative assistant for the East Bay San Francisco USO. "My husband came back into the Navy five years ago with broken service. They made him an E-5. With seven children, I know what it is like to have problems.



# Family Service Centers

I think families are very important to the military. If your spouse is not happy, if there are problems at home, it is going to reflect at work. The service has to realize that we are here, and we are part of it, too."

For some time, the Navy has recognized the importance to its members of a stable family life. And, because of its direct relationship to retention, achievement of organizational goals and safe-mission accomplishment, family life is an area of great concern in the Navy. But it wasn't always that way.

Even though the Navy always prided itself on "taking care of its own," professional assistance was often informal—limited sometimes to the personal opinions of shipmates and supervisors. There was little consistency in approach from command to command. Any community fortunate enough to have someone interested in formulating a program usually saw the program end when the interested party was transferred.

Captain Roger Kirkman, director of the Naval Air Station Alameda, Calif.'s, Family Service Center explained: "When I was the XO of a squadron, the CO was single so my wife was the outfit's family service center. When our squadron deployed, the first person any of the wives would go to was my wife.

"I think the Navy has always been concerned about these things, no doubt about that in my mind. But we haven't been very efficient at it. For example, when I finished my tour, my wife's expertise moved on to a new duty station with me. With most wives having to work outside the home, there's no assurance that someone will take over the job of looking out for the welfare of a command's families."

Some Navy-affiliated resources such as the American Red Cross, Navy Relief Society and United Service Organizations have been available at major bases. But the invaluable services that they provided were often not sought out until a serious need or problem had arisen.

Navy family assistance needs and methods of problem prevention fell un-

der the responsibilities of members of the Chaplain Corps. More and more, findings indicated that a formalized Navywide family program could more consistently provide a variety of needed services.

In 1972, an OpNav instruction directed the establishment of Personal Services Centers. These centers were to provide a variety of assistance to help support a Navywide approach to improving Navy life and careers. This program was a major steppingstone toward the development of today's family service centers, but funding was still the responsibility of the local command. Support varied from one command to another.

However, this was the first time any

attempt was made to standardize and centralize services which were not related to official duties and requirements.

In the mid-70s, the Navy organized several conferences which focused on the problems of single people and families in a rapidly changing military system. Then, in November 1978, the Chief of Naval Personnel and the Navy League jointly sponsored a Family Awareness Conference. The purpose was to identify needs of Navy families, find resources both inside and outside the military to meet those needs, and explore ways of coordinating services.

Two months later, based on recommendations of the conference, the Navy Family Support Branch was established under the Chief of Naval Op-





erations Human Resource Management Division.

"The primary purpose of the family service center program was to formalize an effort to provide professional personal services and support to Navy people and their families and help them deal with the everyday problems of military life," explained Dr. Ann O'Keefe, head, Family Support Program Branch.

"Though this idea was not new to the Navy, for the first time specific funding was allotted to establish a consistent, interrelated program worldwide."

Establishing the Navy Family Service Centers around the world, the support branch defined four key responsibilities which created a backbone for all the centers:

First—and key to the entire program—is that an FSC should be a one-stop source for information and referral. It is up to each center to assess and research all the services at hand and put together a comprehensive listing of where to go when help is needed.

A center's second function is to provide closer coordination within the chain of command, thus developing a direct link between the commanding officer and the local director. This makes the center part of the local command rather than having it a tenant command controlled completely by the Navy Department, Washington, D.C. Such coordination enables the center to be more specific about the needs of its people. A command in Adak, Alaska, for example, will have different needs than one in Norfolk, Va., and can establish a program accordingly.

The third function of a center is to create programs, training and services to support specific needs of the local military community such as local ombudsman programs and pre- and post-deployment seminars.

The final function of a local center is to provide direct professional services which cannot be found elsewhere in the community.

With that foundation laid, pilot programs were started in San Diego and Norfolk. The success of these two pro-

grams generated so much interest that many commands began their programs with their own funding to get things moving.

At Naval Air Station Moffett Field, Calif., the commanding officer saw the need for establishing a program after attending the 1979 Family Service Center Workshop, conducted by Family Support Branch. The FSC at Moffett is not projected for funding until fiscal year 1983, yet they already have an innovative and active program under way.

With a professional staff of four, plus two interns, director Jeri Marlow has been actively supporting the needs of the command and its Navy community.

"People don't want just counseling and prevention programs. They have some very real basic questions that are directly relevant to being a family or individual in the Navy. Our information and referral service encompasses a very large network of community resources and contacts. It is something in which everyone on the staff is actively involved," she said.

"In the pro-active or prevention aspect, we're teaching people to deal with issues such as stress management before they become problems. We're not here just for families, we have also dealt with military departments and work areas," she said.

"We have a program called the deployment management program which deals with predeployment, deployment and post-deployment problems. This may consist of workshops or information."

Marlow and her assistant director, both working on their Ph.D.s in clinical psychology, recently flew to Adak, Alaska, on a P-3 *Orion* to help and to share their expertise with Adak's developing family support program.

"The flight also brought home to us the importance of people in this community being psychologically fit. On one of those planes, everybody has a job to do. If one person falls down on the job, for whatever reason, it affects every other member of the crew and the mission. It gave us a sense of what

they really go through on deployment."

Marlow indicated that most of the time the problems an individual is blaming on the Navy are not the Navy's fault. "We try to get them to look at the real problem, deal with that, and often the end result is a good feeling about where they are and what they are doing in the military."

At the present time, 22 FSC programs have been funded and many more are under way, which are operating out of their own funds. By FY 84, 62 centers will be funded to provide services for 85 percent of active duty Navy people and their dependents.

"Our centers are doing many innovative things that are really having an impact on the local commands," Dr. O'Keefe said. "Port Hueneme, Calif., teaches English to six different nationalities of dependents, including Spanish, Korean and Japanese. They also have an efficient sponsor program for both incoming and outgoing personnel."

Norfolk's FSC actually goes out and meets homecoming ships to provide a post-deployment briefing. Charleston, S.C., is having success with a very productive income tax assistance program.

Parenting workshops, child and spouse abuse programs, child care, education and job placement are some of the services the FSCs are providing. And all of this is just a sampling.

As the CNO put it at the 1978 Norfolk Family Awareness Conference, "We need to take care of our people, because our Navy people deserve to be taken care of."

Summarizing the personal support movement in the Navy today, Kirkman said, "There's a whole bunch of things we can do for both the sea-going sailor and shore sailor that will result in self-satisfaction and increased productivity. I hope people will take advantage of the services we can provide. Maybe then many more will see that the Navy really does care about them and it really is doing something about it."

—Story by PH1 Jim Preston  
—Illustrations by Michael Tuffli





# Terrorism

## Closer Than You Think

January 1977: Five vehicles belonging to U.S. Navy men assigned to the naval base in Sardinia, Italy, are firebombed. A radical group calling itself The Armed Proletariat claims responsibility for the incident. Fortunately, there are no deaths or injuries.

December 1979: Gunmen open fire on the car of a master chief petty officer assigned to the U.S. Military Assistance team in Istanbul, Turkey. A Marxist-Leninist group claims responsibility for the attack which kills the master chief and his civilian driver.

May 1982: Four sailors walk by a popular nightclub in downtown Puerto Rico. The occupants of a passing car

spray the sailors with rounds from automatic weapons. A Puerto Rican Nationalist Group claims responsibility for killing one sailor and severely wounding the others.

These incidents are just a few of the terrorist acts to which U.S. military people overseas have fallen victim. In each case violence wasn't directed at the individuals but at what they represented. The violence was for effect; it was committed to obtain publicity for an ideology or a cause.

Left-wing anti-Zionists, right-wing neo-fascists, separatists and "liberation fighters"—their labels are as diverse as the cultures they represent. But like a product sold under various

brand names, only the terrorist packaging changes. The basic ingredients are the same: bombings, kidnappings, murder—violence for effect.

"Perspective is very important when you look at terrorism," said John Michaud, head of the Naval Investigative Service's Terrorism Division and one of the NIS instructors for a new breed of NIS agent—the terrorist-specialist. "The philosophy of terrorism is that in most cases people become symbols, actions become events, and violence becomes a tool. When the victims are military, they aren't perceived as individuals—they represent the strength, democracy and power of the United States."

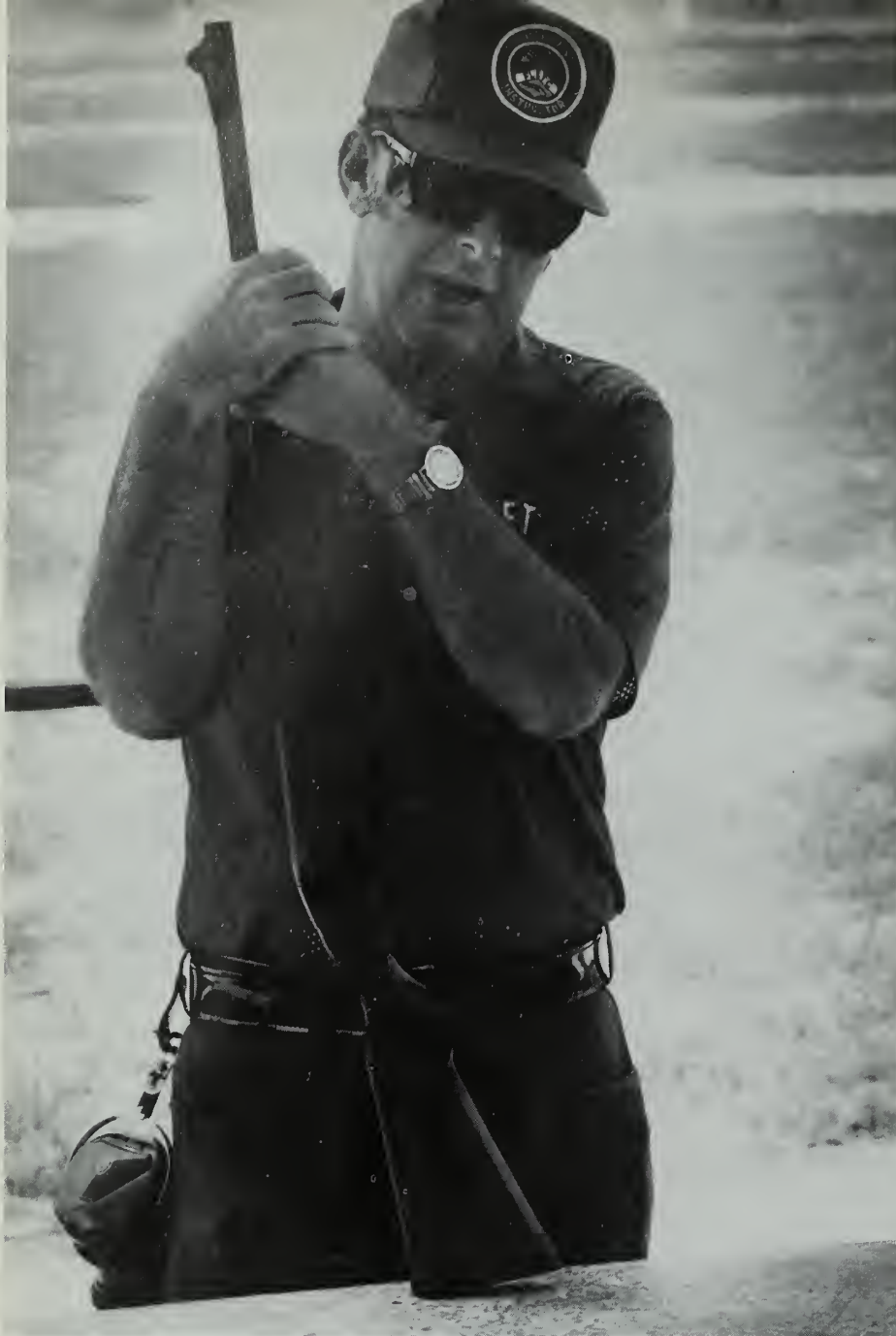
The role of the terrorist-specialist is to prevent terrorists from using the military—particularly Navy people—as targets of their violent acts.

Once thought of as being exclusive to the strife-ridden countries of the Middle East or the rebel-plagued nations of Africa, terrorism has become an international tool for what some researchers estimate as nearly 380 radical groups operating in some 63 countries.

*The Terror Network*, a book on international terrorism by European reporter Claire Sterling, indicts many of

*Terrorists around the world are moving out of the shadows into the limelight through deadly acts such as the bombing of this American diplomat's car in Europe. (Car photo courtesy of NIS)*





those countries as supporters of the international terrorist movement. While experts on international terrorism continue the debate on the scope of support provided by those countries, Sterling's book describes specific links between terrorist groups and the international backing they receive from countries such as Cuba, Libya and the Soviet Union.

"The purpose of any brand of terrorism is to do just that—terrify," Michaud said. "People are appalled by the senseless brutality of terrorist tactics and generally ask the question, 'Why?'"

The answer is that terrorist actions draw attention. Like showmen, terrorists try to outdo one another, but they use violence as a trademark to attract that attention.

One European terrorist group, for example, originated a terrorist technique known as kneecapping. A terrorist walks up to his or her victim and blows away the victim's kneecap with a high-caliber handgun. Because that tactic gained such popularity among other terrorist groups, the technique was modified to increase the "terror" effect. The latest variation employs a hand drill with a one-half-inch bit. The victim is approached from the rear and pinioned while his or her kneecap is drilled through from behind.

Much to the concern of the American public, terrorist groups are finding the United States an ideal target. In the past two years, they have stepped up

*NIS anti-terrorism training, conducted by NIS agents and veteran law enforcement officers on the staff of the Federal Law Enforcement Training Center, combines classwork with rigorous instruction in firearms handling. Graduates become familiar with small and large caliber weapons as well as ammunition such as hydroshock rounds for smaller caliber weapons.*







their violent tactics to make American diplomats, businessmen and military people prime victims of kidnappings, bombings and murder. Because the United States is generally recognized as one of the world's leading powers, terrorists see members of the American military, diplomatic and business communities as good subjects for their terror campaigns.

According to statistics compiled by the U.S. Intelligence Community, more than 38 percent of the 1,599 bombings, 93 assassinations and 154 kidnappings staged from 1968 to 1980 were directed at U.S. citizens and property.

Today, that percentage grows at a frightening pace. There were 36 terrorist attacks against U.S. military installations in West Germany in the first eight months of 1982, five times the total reported for all of 1981, according to one source. Another prominent source reported that between 1980 and 1981, terrorist incidents in this country increased from 19 to 43.

Whether in Nyack, N.Y., where in 1981 as many as four terrorist groups were suspected of participating in a \$1.6 million robbery that left two police officers and a Brink's guard dead, or in Europe, where U.S. military and diplomatic leaders face a constant threat from terrorist groups, Americans are becoming acutely aware that terrorist incidents are getting



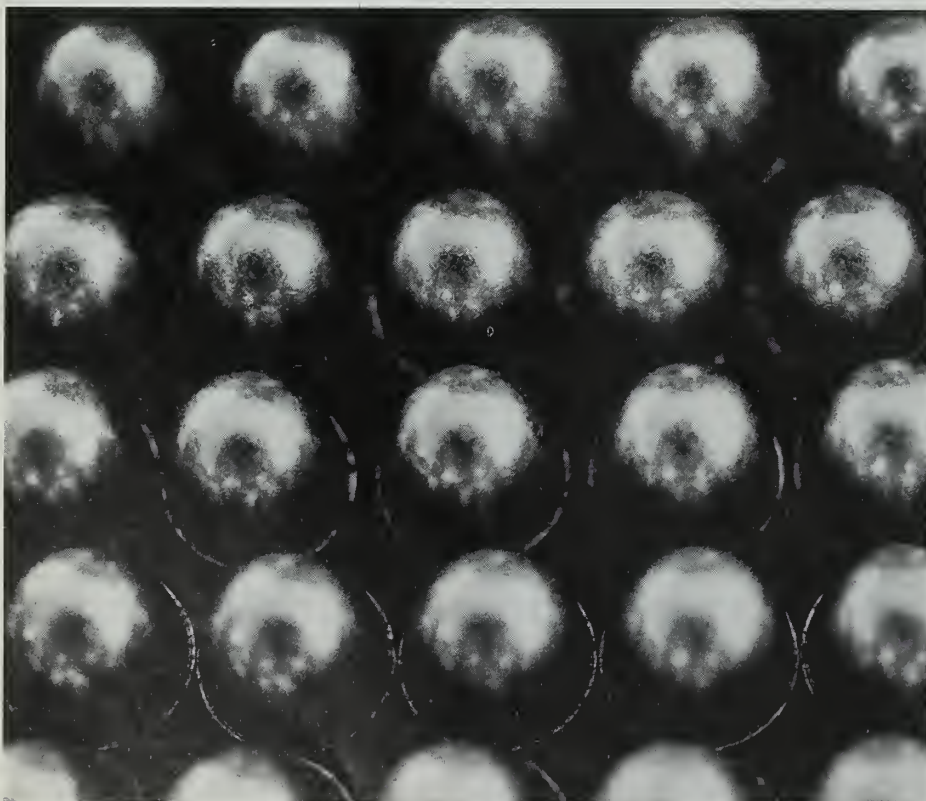
*Students in the anti-terrorism training curriculum place as much emphasis on physical conditioning as they do on understanding the complexities of a myriad of explosives—the terrorist's favorite brand of violence. In one training exercise, a small amount of explosive is used to send a truck tire 200 feet into the air, reinforcing the students' classwork with an awesome display of power.*

*Learning to survive and keep their "principal" alive is the key to training for the anti-terrorist student. Each student learns firsthand that being accurate with a weapon is just as important as knowing how to properly handle and keep it clean.*

closer and closer to their own back yard.

The terrorist threat to American military and diplomats in Europe was brought to national attention in 1981 when Brigadier General James L. Dozier, assigned to NATO's Southern European Headquarters, was kidnapped from his home by members of Italy's Red Brigades. After a nearly six-week intensive search by Italian authorities, General Dozier was rescued. But the Red Brigades' activities commanded Page One coverage around the world for the many weeks General Dozier was held hostage.

Less than a month later, Americans received another shock when Lieutenant Colonel Charles Robert Ray, an assistant U.S. military attache in France,



was gunned down by terrorists as he left his Paris apartment.

It was in response to those incidents that the Naval Investigative Service became actively involved in anti-terrorist activities. Special agents were immediately dispatched to Europe to conduct protective service details on a 30- to 90-day TAD basis. Terrorist briefings also were provided to pertinent naval people worldwide.

Although the Naval Investigative Service has always provided protective service, it was generally structured around specific threats to individuals. Last year NIS began providing constant protection against a real yet virtually invisible enemy—terrorists. This required the expertise of specially trained agents. To meet that need, a special anti-terrorism curriculum was established at the Federal Law Enforcement Training Center in Glynco, Ga.

NIS spent nearly two months devel-





oping the training program for the first group of anti-terrorist agents. The initial graduates were assigned to provide immediate protection for senior Navy representatives assigned to areas in Europe identified as hotbeds of international terrorism.

Staring sternly at the agent volunteers in the first anti-terrorism class, a veteran NIS agent gave them some sound advice. "The average terrorist is young, well-educated, idealistic, dedicated, trained and well-armed—not unlike you. But your job will be to protect your principal (the person an agent is assigned to protect) against that terrorist.

"You can't afford to ignore the threat of terrorist activity," he continued, "and the NIS teams must train constantly to be able to give the most professional protection to their Navy principals. They must be prepared to defend against myriad terrorist tactics, and this can be done only with team-







work developed through extensive training."

Learning to deal with terrorists "on their terms" was a phrase each agent heard repeatedly during the intensive training at Glynco and again during a special protective driving course at the Secret Service Academy in Beltsville, Md. In and out of the classroom, the NIS agents heard three recurring themes:

- First, dealing with terrorists "on their terms" meant knowing how a terrorist might react to any situation.
- Second, violence should be avoided whenever possible so that neither the life of the principal nor that of an agent would be endangered.
- Third, if violence could not be avoided, agents must be prepared to

lose their lives for the principals they're assigned to protect.

"Each of us in this class knows the risks involved with the job," said one agent. "We're here because we all recognize the need for people trained in anti-terrorism, and we know our job isn't going to be easy. We also know that in some cases protecting the people we're assigned isn't going to be as difficult as convincing those same people they need protection.

"Convincing a senior official that his or her life is in danger and that an agent is the only thing standing between that person and a terrorist attack is a pretty difficult job in itself."

Terrorism is something that is largely ignored unless there has been a recent terrorist incident. Most people

*Attention to detail is the recurring theme throughout an NIS agent's training, whether cleaning a shotgun after firing practice, reacting quickly on the target range or identifying possible bomb-hiding places.*

take the attitude that it could never happen to them or that they aren't important enough for terrorists to concern themselves with. The fact is anyone can be the target of a terrorist attack.

In order to become an effective shield for the people they are assigned to protect, the NIS agent must first become the principal's mentor.

Psychology plays an important role in understanding the makeup of a terrorist as well as the emotional stress with which an agent's principal may have to deal. Most terrorist groups are



composed of three basic personalities. The leader is the thinker or planner. He or she incites whatever following there is for the ideology or cause the terrorist group represents.

The other two personalities are found in the group's broad-based support. The activist is the shooter, the person who detonates the bomb or pulls the trigger of the gun. The rest of a terrorist group would be considered the "gofers" or followers—guilt-ridden hitchhikers who need a Stalin-like figure or a cause for which to fight or die.

Along with the basics and theories of terrorism, the agents received a heavy dose of experience concerning explosives, weapons handling and actual stress situations they might have to deal with in their roles. Statistics and

facts on the composition and potency of various explosives were sandwiched between advanced training in the use of shotguns and handguns and grueling workouts on survival courses.

"I thought I knew a lot about explosives until I came to this program" said an NIS agent with nearly a decade of field experience. "But some of the statistics relating to firearms and explosives are difficult to imagine.

"For example, if a detonating fuse were stretched from New York to San Francisco, it would take less than 9 minutes to burn its way over the 3,000-plus miles. Eighty-five percent of armed encounters occur at a distance of 10 feet. And, the average person can fire three rounds from a handgun in less time than it takes to light a cigarette."

"The training we provide these agents has to be good," said NIS Special Agent Jerry Nance, a Marine Corps veteran and an instructor in the survival phase of the training. "We work these agents hard because history has proven that in a panic people revert to the training they've received—they have to be able to defend themselves in any kind of stress situation."

Therefore, to defend the people they're sworn to protect, to keep terrorists as far as possible from American shores, and to be able to defend themselves, the Navy's anti-terrorist specialists continue to hone their skills and anti-terrorist techniques. In their business, it's often the fast, accurate response that makes the difference.

—Story and photos by JOC Lon Cabot

# "Keep That Elbow Down!"

Outside in the training area, a young agent gripped the stock and breach of his shotgun. He nosed its barrel out before him as he slid against the stucco wall. He popped his head around the corner, quickly surveying the terrain

before breaking into a dead run for his next cover.

As he ran, his arms tensed from the weight of the gun. The enlarged veins of his neck seemed ready to burst as he sucked in the hot, humid air. Only seconds passed before he was firing round after round at cardboard figures of weapon-wielding terrorists.

"Keep that elbow down!," screamed an instructor at the firing line. "Take down the targets that can do you the most harm! Watch the guy with the shotgun!"

The yelling and screaming of the instructor was barely audible over the cracking and booming of the shotgun fire. Still the expression on the face of the agent at the firing line showed he had heard every word the instructor said.

When their instructors spoke, the student agents listened. They all knew that some day, somewhere, their own lives or the lives of the people they are bound to protect might depend on just how much and how fast they could remember what they had been taught.



# The Fleet Comes to

On the grounds adjacent to the U.S. Naval Academy's chapel, sailors in dress blues marched in columns of two as an upperclassman called cadence. This was probably the last day that those in the formation would wear the uniforms of enlisted people.

Fifty-seven men and women of the fleet reported to the Naval Academy this past July to take their places as members of the class of '86. As plebes—midshipmen fourth class—they were ending enlisted careers and embarking on a four-year course which would eventually lead to bachelor's degrees and commissions as either ensigns in the Navy or second lieutenants in the Marine Corps.

"Induction day was hectic," said former Electronics Technician Second Class Ted Huskey. "It was hot and long... we were moving all the time."

From here on out, the midshipmen would handle an average academic load of between 18 and 22 hours of classes per semester along with heavy military training and required competitive athletics.

Impressions of that first day of plebe summer were nearly universal among midshipmen from the fleet. They believed they adjusted far better than counterparts who had just come out of high school or other colleges.

"I didn't find the transition to the academy difficult at all," said Greg

Salvato, a former electronics technician second class. "Certainly it's rough here these first few months, but it's not that much different from boot camp or, for that matter, the 15 months I spent in the BOOST program in San Diego."

Salvato, Huskey and a number of other bluejackets took advantage of BOOST—Broadened Opportunity for Officer Selection and Training program. The program prepared them to compete for four years of college on a Reserve Officer Training Corps scholarship or four years at the Naval Academy. They competed for academy and NROTC appointments just like any of the other candidates.

For many of the class of '86, BOOST was their salvation. They had previously been turned down for admission to the academy while in high school. Salvato, for example, had applied twice before. Only after 15 months and high grades achieved in BOOST did he finally win an appointment.

Elizabeth Hrnicek wanted to come to the academy since her junior year of high school but found the competition so keen that she ended up enlisting in-



*Wearing dress blue jumpers for perhaps the last time, midshipmen-to-be are introduced to a new way of life that includes, among other things, a very short haircut.*





# the Naval Academy



*Plebe summer, six-week indoctrination, means lectures, getting fitted for new uniforms, standing inspection and never-ending study.*



stead. Once she was on active duty, she applied for BOOST and another chance at college.

"It's an excellent educational opportunity," she said. "There's no better professional naval training around. There are a lot of opportunities in the Navy for women."

Some 12,000 hopefuls apply for nominations to the academy each year but only 1,300 receive appointments—a one in 10 chance. For enlisted sailors and marines, however, the odds are better. The Secretary of the Navy controls 85 appointments each year which can be used for active duty sailors and marines. The secretary controls another 85 appointments for reservists.

The dean of admissions, retired Rear Admiral Robert W. McNitt, said the academy is anxious to receive more fleet applications. He said that the academy's reputation for accepting only those graduates at the top of their high school class scares off many potential fleet applicants.





# Naval Academy

"We recognize," he said, "that the candidate who has been out of school for a couple of years and is producing in the fleet has done something unusual if he or she is a good performer. The recommendation of a commanding of-

ficer can overcome, to some degree, a less than sterling high school performance.

"These people have gone beyond normal expectations and have demonstrated real ability as military members; they have proven themselves in the adult world."

Even if a sailor was graduated from high school with a C average or slightly lower, there's still another chance for acceptance by the academy—it's NAPS—the Naval Academy Preparatory School located in Newport, R.I.

NAPS is a one-year program designed to help sailors, marines and civilians improve previous inadequate high school performance or a weak academic background.

"The school gives fleet sailors an extra year to either catch up on their academics or strengthen their knowledge in such areas as physics, mathematics

and chemistry," said Captain John W. Flight, director of candidate guidance.

Chief Yeoman Mike Klunk, who works with fleet applicants said, "Any sailor or marine who wants to attend the Naval Academy should try for a nomination. The worst thing that can happen is to be turned down."

Applicants for admission to the academy generally must not have reached their 22nd birthday by July 1 in the year of admission, must be unmarried and must be of good moral character.

Career counselors have the necessary information for any fleet member to begin the nomination process. For more information on the Naval Academy and admissions policy write: Candidate Guidance Office at the U.S. Naval Academy, Annapolis, Md. 21402.

—Story and photos by JO1 Ron Hill  
(PA Office, USNA)



Former enlisted sailors—Shawn Conroy (top), Anthony M. Gomez (above) and Mark Popeck (right)—find a mixture of reminders of old recruit training like shouldering M-1 rifles and an introduction of new activities such as lacrosse—one of Gomez' favorite sports—plus fencing, included as part of their new experience at the academy.





# Discovering the Ocean's Secrets

Locating underwater submarine hideaways may be easier and faster with the help of a new computer application developed by Navy civilian scientists.

Ron Miles, an electronics design engineer, and Bob Brown, an electronics technician, of the Naval Ocean Research and Development Activity, National Space Technology Laboratory Station, Miss., developed a "friendly" computer application that uses existing technology and equipment to report ocean temperature, depth, salinity and sound velocity more easily and quickly than before.

The new computer application, called the Expendable Probe Data Acquisition System, plots the data aboard ship or aircraft almost immediately. It discloses, among other things, the existence of "dense" water, a favorite hiding place for submarines. Sonarmen using the plot can make a much more accurate and faster submarine search than was possible by the old data acquisition and hand-plotting method, the scientists say.

The system can also be reprogrammed easily, allowing subsearchers and scientists to change search patterns and methods to suit their current situation.

Collection of physical oceanographic data for research and survey purposes usually depends on the use of expendable bathythermograph probes. A system based on available "friendly" computer technology was needed to

collect, process and store large amounts of oceanographic data from the probes quickly. Miles and Brown began working on the system more than a year ago.

"Our system differs from other units doing the same thing," said Miles, "because the computer is small, 'friendly' and easy to operate. Flexibil-



ity and the rapidity with which it acquires, studies, plots and stores oceanographic data are its unique features.

"It's good for scientists who know a little bit about processing and programming and want to change data while aboard ship or an aircraft, or who need data plotted in many forms immediately."

Brown explained, "If you know the water temperature and density, you know where to look for subs and where to direct the sonar.

"Our system provides information about water temperature and density much more rapidly than the old method of plotting this information by hand. It speeds up the process and lets you identify areas of concern more rapidly. It also helps in mapping an area to be defended and protected much faster than before. You want to know what's there at all times. The computer maps the sea from top to bottom and allows you, for a short period, to know what the ocean is like and for what and how to search."

The probe, attached to a hair-thin wire, starts sending data to the shipboard computer as soon as it is dropped overboard. It can fall as much as 3,000 feet below the surface. Aircraft drop probes in canisters from a tube, and a small parachute floats the canister gently to the water. When it hits, the chute falls away, an antenna pops up, the canister becomes a buoy, releases the probe on its wire and about 30 seconds later, temperature and depth data are radioed to the aircraft.

Miles and Brown tested their new system in March 1982, when the Office of Naval Research asked their help in studying the Gulf Stream's meandering characteristics along the East Coast. Men and machines boarded a P-3 *Orion* aircraft. The expendable bathythermograph probes were dropped as the *Orion* crossed the Gulf Stream, and data was sampled at two-minute intervals for about seven hours. The Expendable Probe Data Acquisition System's interface subsystem, computer, peripherals and software performed flawlessly, the men said, producing high-quality results with a high degree of reliability.

"Although this was primarily a test to verify the system's performance," said Miles, "much useful data was provided the Office of Naval Research. The system allows the scientific research and development community to find out more about the oceans for use in surface and subsurface operations. It really helps researchers. They can change the way the system works depending on what they find and adapt what they're doing to what they're finding."





# Cold Weather Survival





There was no hint that morning that they would be thrust into a totally alien environment. After all, it was just the weekly milk run.

Now, however, the situation had changed.

Only minutes before, their plane had crashed in the winter wilderness of Maine. It was up to them to survive or perish; they were on their own.



This scenario represents the survival problem that students of the Navy's Cold Weather Environmental Survival Training face. The plane crash is simulated, but the firsthand experience illustrates that failure in a real situation would leave no second chance.

Cold Weather Environmental Survival Training is part of the Navy training program conducted by the Fleet Aviation Specialized Operational Training Group Atlantic, Brunswick, Maine, Detachment. While their primary mission is to conduct 19 survival, evasion, resistance and escape courses annually, the detachment also conducts two cold weather courses each year for Navy men and women. These five day courses in January and February are the only Navy cold weather training taught stateside other than the SERE training from October to April.

"When people talk about training at the Naval Air Station Brunswick, they're talking about FASO," said Lieutenant Commander Walt Hodgdon, the detachment's officer in charge. "We run the P-3 flight trainer, the maintenance management training, the anti-submarine warfare training and, of course, the survival training."

The no-frills course in cold weather survival is taught by Navy qualified SERE technicians in a remote 4,000-acre wilderness area near the Canadian border. The Rangeley Training Facility offers the natural environment for CWEST's authentic survival training. There, students are allowed inside only when the wind chill index reaches 50 degrees below zero.

Instruction begins in the classroom but soon moves into the field for practical problems and a final examination. Topics such as the psychological aspects of survival, shelter building, food and water gathering, snowshoeing, traps and snares, contour navigation and survival first aid are covered. In addition, special emphasis is given to frostbite and hypothermia—the major cause of cold weather fatalities.

"We take a novice and make that person fully confident in his or her own ability to survive," said Hodgdon. "Survival is an individual thing. It de-



pends on whatever the person takes aboard and whatever he or she does with it."

Last February, All Hands joined the Navy, Marine Corps, National Guard and Coast Guard students attending a one-week cold weather survival course.

The first day of training began with the classroom session. From the very beginning, instructors stressed that the urge to survive is basic in both humans and animals. And, the first obstacles to overcome in a survival situation are not so much physical as they are mental.

Case histories cited during the training supported that contention and showed that people have survived with no knowledge of survival techniques but with one idea: "I am going to live!"

"We tell the students you can't have an 'it-can't-happen-to-me' attitude," said Yeoman First Class Bruce L. Whipple. "People have to be optimists—pessimists become death statistics."

"Our training teaches students to be stubborn and gives them an unyielding attitude of knowing they're going to





*YN1 Bruce Whipple (far left) assists students in repairing one of the cold weather shelters. Before students face a survival situation, FASO's instructors teach snowshoeing, shelter building and various other survival techniques.*



make it back. Otherwise, they'll catch 'give-up-itis.' "

Initial classroom time provided the students with the basic concepts of survival. Films on general survival skills, proper clothing and equipment, and first aid were accented with handouts and instruction on survival patterns, map and compass orientation, pack making, and water and food gathering.

Formulas such as the pattern for staying alive (first aid, fire, shelter, signals, and food and water) and the seven enemies of survival (pain, cold

thirst, hunger, fatigue, boredom and loneliness) were integral concepts quickly memorized by each student. These formulas and others taught during the rugged course are keys to surviving in any environment.

The classroom work ended with issuance of gear. Each student received surplus arctic clothing, two sleeping bags, a ground cloth, canteen, knife, map, compass, whistle and snowshoes. In addition, students were allowed to bring extra dry socks, two small rolls of hard candy or two packs of gum,





along with matches, and any survival kit they had.

At that point, the textbook lessons emerged into hands-on survival. On the second day, a two-hour, pre-dawn bus ride took students to the training facility. And breakfast—their last full meal—was a box lunch on the bus. From there, it would be up to them to catch or find their next meal.

“That’s all they get. Once up there, they fend for themselves,” said Senior Chief Dave Hazard, course leader. “That’s with the exception of a box of C-rations and the rabbit each group gets to skin later. But one box of C-rations and a rabbit don’t go far among eight people.

“Mostly, how well they eat depends on how well the group fends for itself,” Hazard added. “We had a class last year that caught a total of 11 rabbits. They didn’t need any addition-

al food from us. Of course, they got tired of eating rabbit.”

Amidst snow-covered hemlocks, pines and leafless birches, the students shouldered the makeshift packs they had put together with pieces of canvas and parachute cords. Clad in mismatched and multicolored arctic clothing, they began the strenuous one-mile hike up “Heart Attack Hill” to the one-room log cabin at the survival compound.

Staggering in after more than an hour’s climb, the 45 students were divided into five groups for individual instruction. After a brief introduction to the use of snowshoes, they waddled through the scenic campsite to their

lean-to-shelters, under the watchful eyes of their three instructors.

“We watch for frostbite and hypothermia or anything that’s going to take a toll on the student,” said Whipple. “We don’t want to lose anybody. Safety is paramount around here.”



*At the mercy of the elements, students quickly realize the value of their training. Now, textbook lessons have evolved into hands-on survival in Maine’s rugged wilderness.*





"Getting out of the sleeping bags and facing another day was rough," said Electronics Technician Second Class Tony Almon. "But you realize there are things you need to do to survive."

The third day included demonstrations on building signal fires, use of Navy smoke markers and flares, building shelters, finding food and water, navigation and first aid problems. Such skills are invaluable in any survival situation. In addition, several students busied themselves by making snowshoes, cooking utensils, and gill nets from a parachute and by using nature's own raw materials.

A three-hour cross country trek and an exercise in contour navigation climaxed one day's training. Through actual experience, the trek emphasized and reinforced the difficulties and dangers in attempting cross country winter travel. The students took turns at orienting the map to north, finding their location and blazing the trail. Instructors tagged along, offering only spare words of advice.

As the groups rambled in tired but pleased with themselves after navigating nearly two miles of Maine's woods on snowshoes, they were trucked back to the survival campsite. While their instructors lounged in their heated Quonset hut, the students were forced to combat feelings of loneliness and boredom on their own.

By midday the last day—Friday—the Cold Weather Environmental Survival Training ended. As soon as possible thereafter, the students were back in Brunswick searching for a hot meal and hot showers.

"The course's value is in the confidence you gain. You know you can survive because you did it," said Lieutenant Commander Bradley Smith, a student.

"Our hope is that the students absorb and remember what they learn in this course," said Whipple. "Not too many people are knowledgeable about cold weather survival. Our satisfaction is in knowing that what we teach here might someday save a shipmate's life."

—Story and photos by JOC James R. Giusti

"The students sometimes feel over-protected, but we're training in below zero weather at times," added the senior chief. "Everyone is on the buddy system here. No one goes anywhere without a buddy."

By nightfall, the five groups had settled into what would be a nightly routine for the next three nights. They had collected firewood, set traps, cooked whatever food they had and assigned the night-long fire watch rotation to keep the fire going.

"You know what it feels like to be really cold," said one student, Coast Guard Lieutenant Chris Snyder. "You quickly learn to develop a plan and be organized before making your next move."



# Bearings

## Naval Air's War Against Drugs

In response to the Navy's "get tough" stand, the Chief of Naval Air Training is attacking drug and alcohol abuse with a variety of programs.

Beginning with education by the Navy Alcohol Safety Action Program and the Navy Drug Safety Action Program, all training wings now provide four hours of information on alcohol and drug abuse for all hands reporting aboard. Additionally, dependent children of Training Wing Five members (Naval Air Station Whiting Field, Milton, Fla.) are given drug education. This not only helps the young people but also helps the careers of their parents.

Training Air Wing Six, located at Naval Air Station Pensacola, Fla., is working with the local community by participating in a joint civilian and military drug and alcohol council.

At the Naval Air Station Meridian, Miss., service members sponsored a street dance to help counteract the peer pressure that may cause many young sailors to use drugs. The price of admission to the dance was simply the purchase and wearing of a "Not in my Navy" T-shirt.

But what happens if lectures and social events such as street dances fail?

Navy guidelines state that commissioned officers, warrant officers and chief petty officers who use drugs will be separated from the Navy. An enlisted first offender who is not drug-dependent will be given appropriate discipline and counseling. But a drug-dependent first offender must enter and successfully complete a residential rehabilitation program.

Second offenders will be retained only if they exhibit exceptional potential for further useful service. Otherwise, the separation may include an "other than honorable" discharge.

"If you are aware of drug abuse and, as a supervisor and a leader, do



nothing about it, your CO could award you a court-martial," said Captain Harold A. Taylor, head of the Navy's Drug Rehabilitation Center in San Diego.

In addition to CNATRA's educational programs, enforcement is being stepped up at all air stations. Portable urinalysis kits are being used to detect chemicals, and drug detection dogs aid in checking vehicles, aircraft, ships and living spaces.

According to Ensign Kevin O'Brien of the Human Resources Office, the dogs have a proficiency rating above 90 percent. "That means," said O'Brien, "if the dogs indicate or 'hit' on a scent, we can be confident that drugs are or were there. You can double wrap it, seal it or try to mask the odor, but the dogs will still find it.

"We frequently do random vehicle checks in parking lots and at gates," he added. "If drugs are found in the vehicle, it may be impounded and the owner may not get it back."

"Vehicles on base are the responsibility of their owners. If your child or friend leaves drugs in your car, you're in trouble," said Master Chief Fire Control Technician R.H. Wright of CNATRA Human Resources Office.

*Determined to combat the effects of peer pressure, sailors at NAS Meridian, Miss., enjoy a street dance while sporting their "Not in my Navy" anti-drug T-shirts.*

That may seem harsh, but it all supports CNO's drug abuse policy. As Wright said: "The Navy still wants its people to stop using drugs and to stay in. But if they don't, out they go!"

—Story by Lt. Ken Jarvis  
(CNATRA, NAS Corpus Christi)





## A Medtech's Unusual Adventure

Enjoying the experience she's getting and learning more than she would in any classroom, Hospital Corpsman Second Class Sharon O'Leary, a preventive medicine technician, has become a familiar sight to the 2,000 natives who live in the remote, mountainous areas of Zambales and Bataan provinces north of Manila.

Attached to the Subic Bay Naval Facility in the Republic of the Philippines, O'Leary and other team members make weekly trips to the villages to identify, treat and help control malaria. The medical teams increase their visits to the village during the November to May dry season—the high transmission period for malaria.

Treatment consists primarily of taking blood smears and treating anyone showing signs of infection. But if the medical teams entered the villages only to collect smears, participation would be low. So they hold sick call, knowing

*Most villagers gather at the health center for treatment, but some come out of curiosity.*



that everyone in the area welcomes being treated for minor illnesses and injuries.

"We treat everything from colds to traumatic injuries," said O'Leary. "I've seen some cases most medical people will never see."

The medical teams also provide den-

*Left: HM2 Sharon O'Leary, one of the Navy's preventive medicine technicians in the Republic of the Philippines. Below: Patients waiting to see the "doc" watch O'Leary clean and dress a woman's injured foot.*



tal care, hand out vitamins and counsel natives on the importance of balanced diets. Such counseling has resulted in many of the families growing their own vegetables. "I feel good about the preventive medicine program," O'Leary added. "It's very necessary and very worthwhile."

"The Negritos live by hunting and fishing and usually subsist on rice, fish, fruit and wildlife such as wild pigs and fowl. The natives are an honest and generous people, and they are grateful for the visits," O'Leary said.

Wanting to give something in return for the medical services, they offer the teams homemade gifts of baskets, bows and arrows, even knives. And while they have little more than the basic necessities, each week they prepare a special lunch for the medical teams.

*—Story and photos by JO2 Ruby Morse  
(ComNavFor Philippines)*





# Bearings

## Navy Civilian Wins Fogarty Award

A Navy employee has saved the government about \$738,000 and won a national award by helping handicapped people make the best use of their skills.

Frank G. Cherry, the award winner, coordinates handicapped affairs at the Naval Air Rework Facility in Pensacola, Fla., and heads the "Special Emphasis Work Program" for disabled employees at the facility.

He received the annual John E. Fogarty Public Personnel Award from the President's Committee on Employment of the Handicapped in June. Cherry was cited "for his outstanding contribution in providing job oppor-

tunities and developing and instituting programs for disabled people in a public agency."

One of Cherry's innovations is a reclamation workshop staffed by eight or 10 handicapped people who screen hardware removed from aircraft or during reassembly for reuse. Navy records show the shop has saved the Navy about \$738,000 in the past 2½ years, not including salaries. The shop also smooths the transition from handicapped rehabilitation facilities to the job.

Cherry, a GS-9 with 16 years' civil service, works closely with such organizations as the Rehabilitation Institute of West Florida and the Pollack Workshop to match the skills of handicapped people with his facility's job requirements.

He organized the Pensacola Special Steppers, a square dance group for the mentally retarded that earlier this year performed at the White House and for the Congress. Cherry is the Escambia (Fla.) coordinator and district coordinator for the summer and winter Special Olympics and also teaches bowling to the physically disabled.

Last year, Cherry received the Government Employees Insurance Company's annual award of \$2,500 as the outstanding federal employee involved in rehabilitating physically and mentally disabled people. He is the second Navy civilian to receive the award in its three-year history. He also presented a paper last year on his program at the "International Year of Disabled Persons" conference held in Tel Aviv, Israel.

## They Gave More Than Cash Aboard Puget Sound



"Oh my! He's eating a whole jar of peanut butter!"

"What in the world for?"

"Some sort of relief, I heard."

"Relief?"

"Yes, Navy Relief."

That's right, a whole jar of peanut butter, and it happened on the USS *Puget Sound*'s (AD 38) closed circuit television system during the ship's 1982 Navy Relief Fund-raising Drive. The drive, coordinated by Senior Chief Boatswain's Mate John M. Weldon (by the way, he ate the peanut butter), brought \$31,588.45 from the *Puget Sound* crew to Navy Relief.

Most contributions came from individual donations, but challenges brought in several thousand dollars alone.

Chief Dental Technician Richard D. Melrose shaved off his 12-year-old mustache for the cause, and Weldon even cut off his curly locks for a donation.

*Puget Sound*'s medical people chal-

lenged their officers and chiefs to a field day. Well, the officers and chiefs did just that in front of the ever-present ship's TV camera.

"We did better than the whole ComFAirMed (Commander, Fleet Air Mediterranean) area did last year," said Weldon.

The senior chief, who put a lot of time and effort into the drive, was "pooped" by the end of the fund-raising effort, but he enjoyed his major role as coordinator.

According to executive officer Captain Charles R. Schlegelmilch, Weldon did a fabulous job as Navy Relief coordinator. Special congratulations also should go to the deck, communications and weapons departments; the junior people—especially in the deck department—had a fine showing, which served as an example to their seniors.

The men and women of *Puget Sound* pulled together like a family to raise money for the Navy Relief fund while having fun at the same time.

PN3 Kasey Mazzone helps wash down *Puget Sound*'s helicopter—all for Navy Relief.

—Story by JO2 Peggy C. Johnson  
—Photo by PH2 Dorothy J. Affeldt  
USS *Puget Sound* (AD 38)



## Bye-Bye 'Blister Maker'

Carpenter Eugene Anderson blistered his hands and made his back and knees sore for years scraping naval installation floors in the San Francisco Bay area.

He solved the problem by attaching scraper blades to a 2-inch-by-4-inch board, adding weights for balance, and adding a 5-foot long metal handle. The invention worked well the next time Anderson removed tile from a floor. Co-workers liked the 10-pound device, too. So does the Navy.

At the Navy Public Works Center San Francisco Bay, in Oakland, Calif., the new tool improved productivity, shortened work time and provided better maintenance at Bay Area Navy installations.

"One day I was removing tile in a very large area with the old scraper," Anderson explained. "My back and knees were killing me. My hands were sore. I called that thing the 'blister maker.' There had to be a better, easier way to get the job done," Anderson said.

A Navy civilian employee for six years, Anderson designed the pro-



**Members of the Explosive Ordnance Disposal Group Two Rota (Spain) Detachment** parachute from an Air Force C-130 into the Mediterranean to assist a Military Sealift Command ship entangled in a buoy cable off the coast of Morocco. Once in the water, the four-member team swam to a zodiac raft (already water-bound) laden with explosives and other equipment needed to do the job. The parachuters are (l-r): TM1 Michael Williams, BM1 Patrick Wolfe and GMG2 Mark Varrato. Their officer in charge (chute fluttering in cargo hatch) is CWO3 Don Knight. *Photo by JO1 (SS) Peter D. Sundberg*

totype in his spare time. A rubber guard allows it to get close to walls without scratching or damaging woodwork. Its handle can be adjusted for left or right-hand operation, and it's easy to carry and store. Sharpening the blade is the only maintenance required.

"I got off my knees, stood up and, using the new scraper, worked in the more comfortable standing position. My performance and efficiency improved. The tool works equally well with linoleum, asphalt floor coverings, ceramic tile and indoor-outdoor carpet," Anderson said.

A patent is pending on the scraper, and Anderson spends much of his

spare time trying to find a manufacturer to produce and market the tool. "It's thrilling to come up with an idea no one else has thought of. It's your own contribution to the world," he said.

Anderson also is completing requirements for an associate in arts degree in business administration at the College of Alameda. The 36-year-old journeyman carpenter relaxes by playing electric guitar, and he's a member of the "Southern Roots," a group whose activities include sponsoring outings for children.

—Story and Photo by Kea Scofield  
(PW Center, San Francisco Bay)

# Seventh Fleet Discovers Paradise







According to Milton, paradise was lost. Today, however, more and more Seventh Fleet sailors are discovering that paradise lies on the southern coast of Thailand just two hours south of Bangkok. It's called Pattaya Beach.

According to Photographer's Mate First Class Dennis Brockschmidt from the Seventh Fleet flagship USS *Blue Ridge* (LCC 19), "Pattaya's got it all: seafood, palm trees, beautiful people and the ocean."

Travel brochures agree, calling it a future French Riviera or Acapulco. And Pattaya's growth attests to its popularity. The population of this palm-studded strip of shops, cafes, hotels and restaurants has doubled in the past 15 years. Today it stands at about 37,500, a figure that increases each November with the arrival of the tourist season.

Pattaya was a quiet fishing village during the Vietnam War, when it offered a sanctuary to battle-weary U.S. Marines on leave. There, also, Bangkok residents sought relief from the city's tempo and traffic. Europeans soon followed.

Most local natives grant USS *Constellation* (CV 64) the honor of being the first large U.S. Navy ship to visit the southeastern Asian resort officially. Since that carrier's visit, Pattaya has been a regular port call for Seventh Fleet ships operating in the South China Sea.

The sailor's first glimpse of paradise includes coconut palms along the shore and pastel-colored houseboats in the harbor. The trip ashore is unique among Seventh Fleet liberty boat rides. Because of Pattaya's shallow harbor and tide changes, a sailor has to change boats several hundred feet offshore. At that point, a weather-beaten commercial boatman taxis 20 or so sailors to the beach in a motorboat with an ancient engine. Unless the tide is right, passengers must take off their shoes

*Colorful signs welcome Seventh Fleet crew members at Pattaya Beach where they can try their skills at parasailing, sample exotic fruit and other foods sold by street vendors, or just enjoy the beauty of the beach and the sunsets. Photos by PH2 Paul Soutar.*



# Seventh Fleet Discovers Paradise

and socks, roll up their trousers and wade ashore. All agree that the slight inconvenience is worth it.

The resort area is essentially a single main strip with a number of connecting side streets. The northern section resembles Palma de Mallorca's Arrenal district. The southern sector has a carnival atmosphere—cabarets, gem shops, seafood restaurants and tailor shops vie for tourist dollars.

Sailors who sample Thai cuisine find it zesty. Dishes laden with spicy curries call for accompanying liquid quenchers. Pattaya Beach also boasts fast-food outlets similar to Hometown, USA. A hearty steak dinner with trimmings, for example, is available for a modest price.

Pattaya is blessed with largely sunny days; even during the rainy season, the sun peeks out several times a day. Typhoons that batter most of the region bypass Thailand's southern coast.

High on the list of Pattaya Beach attractions are the jewelry shops where sailors can browse leisurely.

"American sailors bring more revenue to the resort's jewelers than anyone else, in spite of the fact that individually, they are not big spenders," said a manager of one store.

Some sailors admit to having little savvy when it comes to gems. Operations Specialist Third Class Eric Say of the USS *Sterett* (CG 31) said, "I looked at jewelry, but I can't tell a real diamond from a piece of cut glass, so I didn't make any purchases."

Should a sailor tire of the beach, he can always take a side trip on one of the ship-sponsored tours. Elephant rides, Thai boxing and cockfights are all offered in the Rose Garden tour, only a few hours north of the beach and not far from Bangkok. Sailors from *Blue Ridge* demonstrated their skills at riding elephants during one tour.

"It's a bumpy ride—nothing like a horse," said Yeoman Second Class Eric Fujimoto. "But it's OK once you get going."

Following the rides, the sailors watched a performance by Thai finger-nail dancers. Bending back their fin-

gers at incredible angles, these ladies sway hypnotically to traditional local music.

There are more than 100 hotels along the beach-side strip. For about \$18 a night, one can expect an air-conditioned, Western-style room with two beds and carpeting. For the rustic-minded, bungalows are even more reasonable. At the peak of the tourist season, most hotels are full, and some visitors have been known to sleep in folding chairs on the beach.

One native tailor complained that Western culture has left its permanent mark on Pattaya Beach natives. "Thais dress less traditionally now. They shake hands," he lamented. "They've become Westernized."

Chief Fire Control Technician Ray

Bushing of *Sterett*, who had visited Pattaya Beach six times in the past 20 years, recalled his first experience in 1964. "At that time, it was a very small village with only one dirt road.

"There was one bar, several little stores and an old hotel-like affair, three stories high, where most of the sailors congregated on the patio for a few beers. In those days, a visit to Pattaya wasn't even a real port call."

If nothing else, "paradise" has changed over the years—it's better in the 1980s.

—JO2 Glenn H. Jochum  
(PA Staff Seventh Fleet)

*The delicate spires of the Buddhist temples are graceful etchings outlined against Thailand's skies. Photo by PH1 Felimon Barbante.*





# It Took Him Two Years

Navy Supply Corps Commander Richard Kirtley was honored in Washington, D.C., recently for uncovering a fraud ring in the Purchasing Department of the Portsmouth, N.H., Naval Shipyard where he was assigned. Kirtley foiled a kickback scheme involving hundreds of thousands of dollars a year in overpayments to private contractors selling to the shipyard.

Admiral J.G. Williams Jr., Chief of Naval Material; Vice Admiral E.B. Fowler Jr., Commander, Naval Sea Systems Command; and Rear Admiral A.A. Giordano, Commander, Naval Supply Systems Command, invited Kirtley to "headquarters" to give him a Navy Commendation Medal for his outstanding job performance.

Kirtley's part in the Navy's war against fraud, waste and abuse began in the spring of 1980, just a few weeks after he reported for duty at the shipyard. He noticed that two purchasing agents were closely fraternizing with contractor salesmen despite the rule that government people must keep contractors at arm's length while conducting business. He began to keep track of the salesmen's visits and to examine the department's records for irregularities.

When he discovered incomplete records and found evidence of possible favoritism toward particular companies, he took the problem to the Naval Investigative Service.

The NIS told him that one of the private contractors dealing with the Purchasing Department was already under investigation. The FBI had begun looking into the contractor's operations earlier in 1980 after receiving a call from the president of the company concerned. The caller told FBI agents that some of his employees had been making illegal home fuel oil deliveries and giving airplane tickets and other gifts to Portsmouth Shipyard purchasing agents in exchange for special con-

sideration in contract awards.

When Kirtley learned about the FBI's investigation, he volunteered to assist in collecting evidence on the shipyard part of the operation.

When the case came to federal court, he served as "translator," helping the prosecuting attorneys understand the special language and forms used in the Navy contracting world. New Hampshire Assistant U.S. Attorney Helen Forsyth (who is also a Naval Reserve officer) said, "The FBI and the U.S. attorney's offices in Maine and New Hampshire couldn't have done it without Commander Kirtley. His help in tracking down and interpreting the series of transactions and deals in the case was the key to the convictions and the sentencing."

In June 1982, as the result of Kirtley's efforts and testimony, two of the private contractor's employees were convicted of conspiracy to defraud the government and of giving illegal gratuities. One received a short prison term, and both will be on probation for several years.

Two of the shipyard employees also were convicted of fraud. One was sentenced to a one-year prison term, and

the other, who pleaded guilty and turned state's evidence, was sentenced to give 200 hours of community service this year. The two shipyard employees had been dismissed from their jobs in December 1980 after lengthy civil service proceedings initiated by Kirtley.

Although Kirtley has left the Portsmouth shipyard to attend the Defense Systems Management College in Ft. Belvoir, he is continuing his work with the FBI and the U.S. attorneys. They hope to obtain indictments in several additional cases that have come to light as a result of the past two years' investigations.

The supply officer at the shipyard, Captain Jake Gahm, said that although Kirtley spent hundreds of hours working on this case, he continued to do an outstanding job as head of the Purchasing Department "in support of the shipyard's waterfront." The shipyard commander, Captain J.F. Yurso, summed up the significance of Kirtley's contributions by saying that his work "not only resulted in real dollar savings to the shipyard and to the taxpayers but also reinforced for all of us the need for continuing vigilance in the husbandry of public monies."



(l-r) Rear Adm. A.A. Giordano, Vice Adm. E.B. Fowler, Cmdr. Richard Kirtley and Adm. J.G. Williams.

# Brunswick to the Rescue

As crew members of the Seventh Fleet salvage-rescue ship USS *Brunswick* (ATS 3) tour a town, sample local cuisine or shop for gifts at local marketplaces during liberty, thoughts of being recalled to the ship for a major salvage operation are always on their minds.

On their last weekend in Subic Bay, Republic of the Philippines, during a six-month Western Pacific deployment, the call came. The survey ship USNS *Chauvenet* (T-AGS 29), operated by the Military Sealift Command, ran aground on Sultana Shoals in the Sulu Sea, 330 miles south of Manila. *Brunswick* was summoned to assist.

The duty men who had remained on board *Brunswick* scurried about making phone calls to round up the rest of the crew. In less than 12 hours after the call, *Brunswick* was under way with nearly all its crew.

"You've got to be ready at a moment's notice," Hull Maintenance Technician First Class Jeff Hamm said. "The ship's crew is always on call."

No sooner had *Brunswick* left the pier when deck hands began unwinding wire lines from spools, laying them out neatly in figure eights on the forecastle and fantail in anticipation of a de-beaching and towing operation.

Deck hands tugged wire lines and moved anchor chains to assemble six "legs" of beach gear. Each leg consisted of an anchor attached to 90 feet of chain and 1,500 feet of 1½-inch thick wire line. One leg provides the ship with 45 to 60 tons of pulling power with the anchor placed in position and

the other end attached to a winch.

"Salvage operations offer a different kind of life at sea, unlike the job of an average sailor," said Commander John Drucker, commanding officer of *Brunswick*, pointing out that sudden schedule changes and long working hours on the job are normal.

One day, after leaving Subic Bay, *Brunswick* arrived at Sultana Shoals. Divers donned scuba gear and conducted surveys of the surrounding area. "The purpose of the bottom survey is to determine the presence of obstacles," said Lieutenant Leon Jackson,

*Brunswick's* salvage officer.

*Chauvenet* rested on a coral reef with a drop-off from 12 to 600 feet. There was a 60-foot-long gash in the ship's portside.

"It was too deep for our regular anchor, so the beach gear was ruled out," said Ensign Paul Currivan, *Brunswick's* deck officer. "But we had to maintain her stability so it wouldn't roll over and plunge 600 feet."

Two 8-inch-thick nylon lines were tied to the ship's stern and attached to anchors set under the reef, like a bow string holding an arrow in place, to



Divers from the salvage ship, USS *Brunswick*, make temporary repairs to *Chauvenet* before refloating it.





keep *Chauvenet* from shifting.

Men from *Brunswick* boarded *Chauvenet* to shift cargo and to balance the ship while hull maintenance technicians fashioned metal sheets to patch *Chauvenet's* damaged hull.

Meanwhile, the tug USNS *Narragansett* (T-AFT 167) steamed from Subic Bay with the rest of *Brunswick's* crew to assist in the operation. A helicopter

from Fleet Composite Squadron Five, Cubi Point, flew in much needed water pumps to clear *Chauvenet's* flooded spaces. The combat store's ship USS *San Jose* (AFS 7) transported oceanographic scientists and Navy people from the distressed ship back to Subic Bay, *Chauvenet's* home port.

Everyone was doing more than his share of work to save the stricken vessel. "It was an around-the-clock job," Drucker said. "We ate and slept when we could."

Work was slowed when 35-knot winds and 10-foot seas generated by tropical storm "Pat" caused *Chauvenet* to shift from a port to a 20-degree starboard list. Once the storm subsided, *Brunswick's* men returned to *Chauvenet* to move scattered gear and cargo. Days turned into weeks. "There was no holiday routine. It didn't exist," Currivan said.

Gunnery personnel and divers from *Brunswick* planted explosives to break up coral heads, 15 feet in diameter, which were preventing the ship from being pulled free. Working parties off-loaded *Chauvenet's* three anchors and survey boats to lighten the ship.

The ammunition ship USS *Kiska* (AE 35) replenished *Brunswick* and *Narragansett* with food and fuel while they worked on station. Then they transported *Chauvenet's* MSC crew to Subic Bay when their help was no longer required.

After the hole was patched and the water pumped overboard, the 282-foot *Brunswick* lived up to its nickname

"Supertug" as two propellers, turned by four powerful engines, churned the water for nearly an hour until the 3,700-ton *Chauvenet* was off the reef with the high tide.

The operation required 19 days on the job and another three days towing *Chauvenet* to dry dock in Subic Bay. Amassed were 51,000 work hours. "That's 18 hours a day per man," said Drucker.

Salvaging *Chauvenet* was a highlight of *Brunswick's* recent Western Pacific deployment. During the tour with the Seventh Fleet, *Brunswick* divers recovered parts of a U.S. Marine jet from the chilly waters off Iwakuni, Japan. The ship also participated in Team Spirit '82, a joint training exercise with the Republic of Korea.

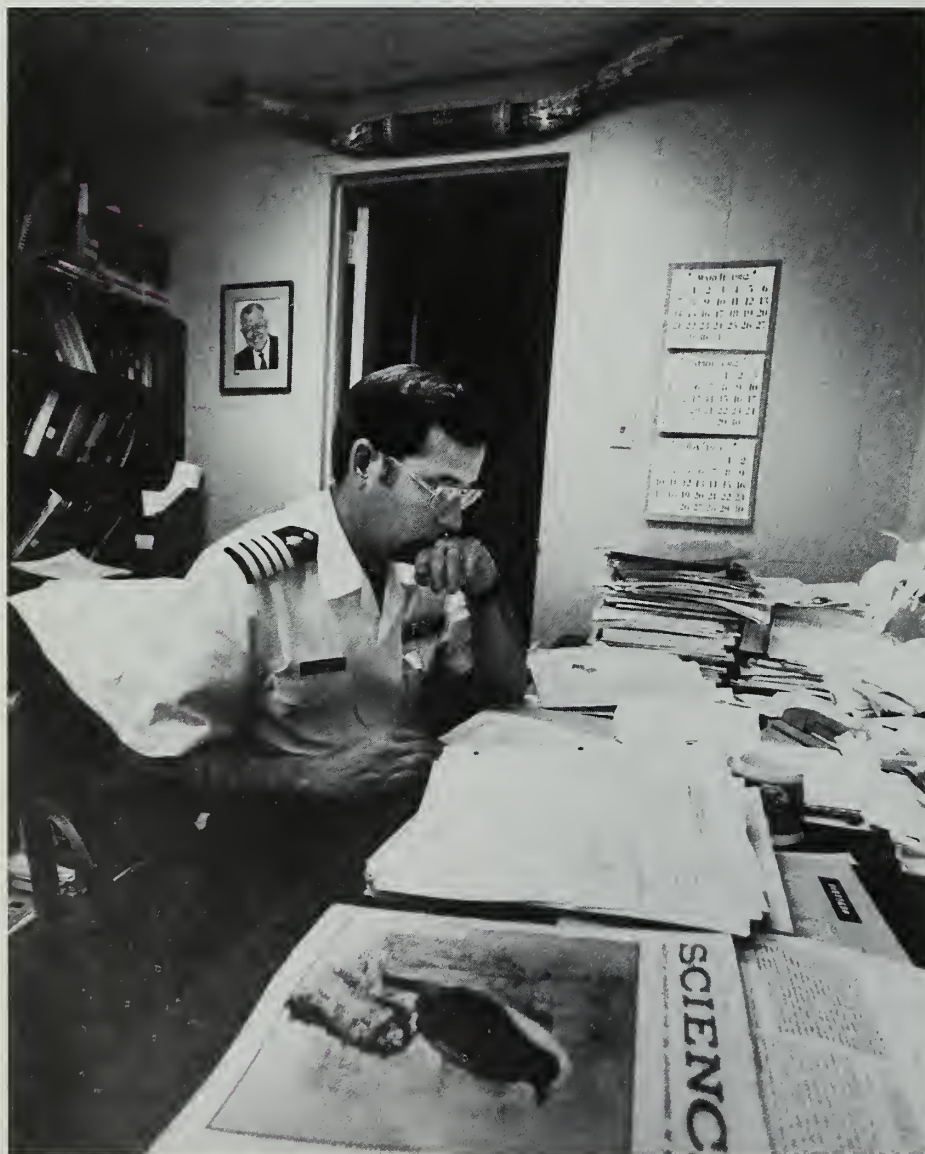
"We had the opportunity to demonstrate our mission capability and to employ many phases of salvage. Fortunately, we were successful," commented Drucker.

*Brunswick* is now in its home port of Pearl Harbor, Hawaii, but whenever the crew goes on liberty, they know they can be called for another big job.

—Story by PH1 Felimon Barbante  
—Photos by PH1 John Kristoffersen  
Seventh Fleet, Subic Bay, R.P.

# A Doctor With a Mission

*Ever since the first surgeon stepped aboard a U.S. Navy ship, Navy doctors have dedicated themselves to the care of those who go to sea and to their families on shore. Today, more than 3,590 Navy doctors serve the needs of their patients. One of them is Captain Ray Fletcher who is typical of the professionalism of today's Medical Corps.*



The young doctor slumped into the chair next to his bunk. He was long past tired and well into exhaustion. Denouncing the heat, he eased out of his fatigue shirt, drenched with hours of perspiration. Even at midnight, the humidity in Da Nang was unbearable.

It had been another exasperating 24-hour shift for Ray Fletcher. He didn't regret being a Navy doctor or volunteering to do his third year residency in a hospital in Vietnam. He knew the casualty care experience couldn't be matched in the civilian sector. But he didn't anticipate the amount of intense frustration he would experience.

He saw two more men die on his last shift and felt helpless. Everything had been done by the book. His surgery techniques were flawless. He had operated successfully on the severe injuries, but then the patients developed tissue infections. Despite all the best knowledge and equipment at Fletcher's disposal, they didn't make it.

Fletcher eased himself into his bunk. Though he was exhausted, his racing mind wouldn't let him sleep. He knew there had to be some way of keeping those men alive. He was missing some-

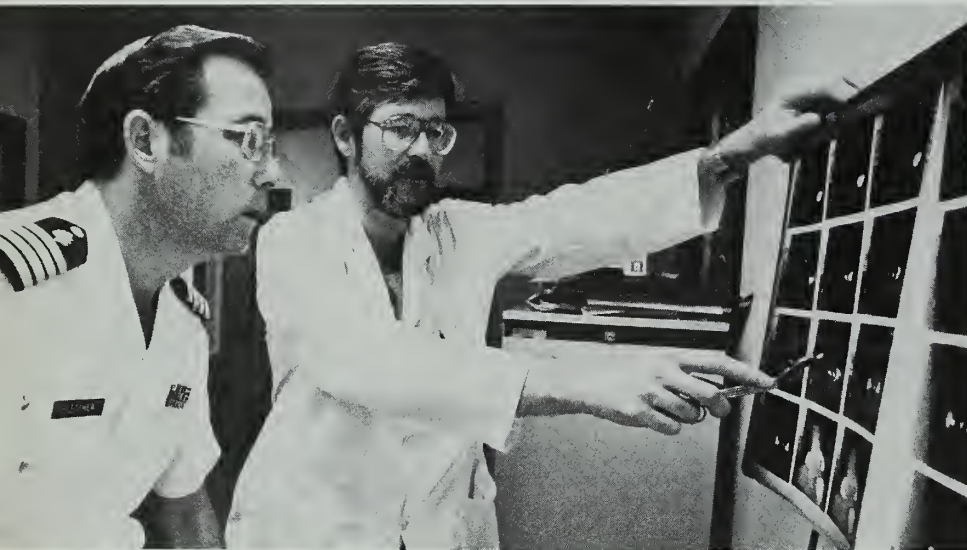
*Capt. Fletcher's office (left) is a direct reflection of its user, loaded with information and a Texan at heart. Fletcher (right) keeps a watchful eye while assisting his residents in surgery.*







*Dr. William Hamilton (below) seeks some advice from the captain. Fletcher (right) prepares for a long day of surgery. Dr. Adam Robinson and Fletcher (far right) discuss a few details before surgery.*



"I act as adviser and friend for my residents," he said. "I discuss the cases with them, trying to help them to fully understand what the options are so that they can make the proper decisions. And that's important—that they make the decisions. I won't be out there in the fleet to make the decisions for them at the critical time. They'll have to do it then, and I want them to learn to do it now."

"Captain Fletcher is very humane," said Dr. Adam Robinson, chief resident of the gold team, "not only in his dealings with his patients but with his residents. The captain cares about us as human beings not just as doctors. So he is always there with a concerned ear and sound advice."

Fletcher also teaches basic science classes on pharmacology and physiology at the Uniformed Services University of Health Sciences. "Every week we give three or four student lectures. This is a very small group of maybe four or five at a time. We sit and discuss problems, sometimes in general or maybe some specific case. These students will also scrub and observe an operation in the operating room."

Fletcher came into the Navy as a medical student. "When I was a student at Washington University in St. Louis, most young doctors were being drafted. The Navy, however, had a program that would pay for my last

thing—knowledge of a certain kind of treatment. He vowed then to find it.

Captain Ray Fletcher made that vow 12 years ago. Today, he is still working to keep it. He has earned an international reputation for his research in the treatment of severe infections. He also has received the Legion of Merit, the Navy's fifth highest decoration, for his work.

"The Navy is concerned about the complications that can develop from injuries," Fletcher said. "We want to provide protection from these complications to the injured. I don't care if it's combat related or an industrial-type accident aboard ship. All our research is geared to care for the people

who are out there in the fleet doing their jobs."

But research does not occupy all of Fletcher's time. His main job is attending surgeon of the gold surgical team at the National Naval Medical Center, Bethesda, Md.

"This is a teaching hospital," he said. "We have a five-year training program with three residents at each level. The fourth- and fifth-year residents are divided into the blue and gold surgical teams. While one team is in the operating room, the other meets with patients and holds the regular clinic."

Fletcher supervises the residents for their own benefit but always assures the patients have the best possible care.





year of medical school if I joined as a medical student. I had been working my way through college, so it was the natural thing for me to do."

Upon finishing his internship, he got his first taste of life at sea aboard the USS *Yosemite* (AD 19). A few years later he made a career decision to become a surgeon, and he did his general surgical residency at the National Naval Medical Center, his present duty station.

"I spent two years here as a general surgeon resident. Then I heard there was one slot for a resident in Vietnam. It wasn't an easy decision, but it was an experience I couldn't pass up," he said. "In Da Nang I was able to do clinical work and to study the problems in the seriously injured. My residency in Da Nang was definitely a turning point in my career and one of the most professionally and personally rewarding experiences of my life."

Upon finishing his residency, Fletcher went into the lab to try to sort out some of the problems relating to severe infections. "In order to be successful in the lab, I knew I had to improve on my clinical abilities," he said. "So I took some courses in physiology at Georgetown University in Washington D.C. It was there that I was introduced to an area of medicine called prostaglandins.

"Prostaglandins are nothing more than fatty acids. They turned out to be very important in this whole business of severe infection or shock-like state. For the past eight years we have worked in the lab, and we now have started our studies on patients, carrying over what we had learned from animal models."

"Captain Fletcher is a remarkable guy," said Dr. Peter Ramwell, professor at Georgetown University. "It is extremely difficult for surgeons to

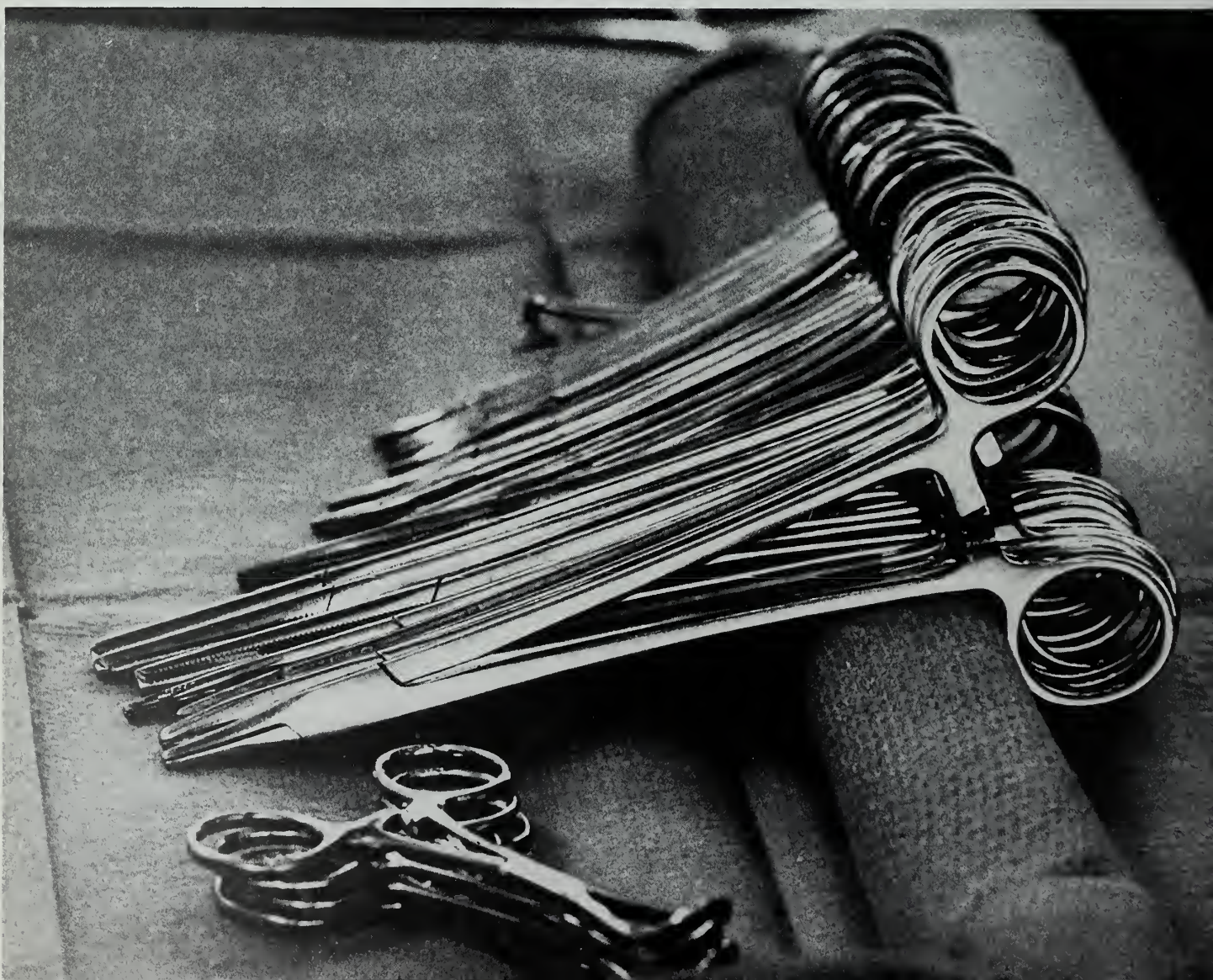
develop academic research training. Generally the two don't go together. Surgeons tend to be very procedure oriented individuals, a 'black is black and white is white' sort of thing. What Fletcher has been able to do is combine clinical surgery with research of a very high order. He has to have tremendous discipline to do this. I know if I were a military person, it would be reassuring to know there is someone like Fletcher aggressively pursuing research to increase the percentage of survival."

"We do everything for the benefit of the Navy," the captain said. "Obviously the combat casualty research work we do is a big component of that. The Navy also benefits by our training program here. We spend a lot of time training general surgeons as well as other doctors to serve the fleet. So, our big mission is to provide physicians who can care for the problems of the crew aboard ship."





*The gold surgical team (right) demonstrates the teamwork that makes an operation a success.*







*Time is always precious for Fletcher. Following surgery (left), he answers all the phone messages. Fletcher (below) stops to chat with a patient.*



ties were set up so there wouldn't be mass confusion during a crisis. The treatment of mass casualties can be organized just like anything else. But you have got to be ready when the balloon goes up.

"All of us involved in this medicine business are really geared to care for the people in the fleet," he said. "It's important that there are experienced people who really have the patients' best interests at heart. Should they get injured, in whatever way, we'll give them the very best we can. Also, we need to gain further ground in solving the problems of the casualty. If we don't, the next war will be as bad as the one before.

"I feel it is important that the residents who work for me are exposed to someone who is scientifically knowledgeable in a particular field and is not just a clinical surgeon. The contributions that should be made in medicine are those original things that we do, that nobody else in the world has done. It's those real observations we pass along that other people will enlarge upon over time.

"In the end, new problems are solved and more lives are saved."

—Story and photos by  
PH2 Robert K. Hamilton

Fletcher knows well the problems of crews aboard ship. He has been on several deployments, the latest was a year ago aboard USS *John F. Kennedy* (CV 67). "When I arrived aboard *John F. Kennedy*, I was surprised to learn that most of the hospital corpsmen knew little of trauma care, such as how to start a large bore intravenous tube," he said. "So I instituted a four-month training course."

The course consisted primarily of some 500 slides on trauma that Fletcher had brought with him. He also started assigning responsibilities and running drills. "I was concerned that if we

had three to five badly injured guys, some of them might not make it because of lack of training. What I basically did was reorganize the team's approach to handling casualties. Their ability to get mass casualties to the main battle dressing station was fine. We needed improvement on what to do once the patient was in the station.

"We set up mock casualties with specific symptoms for each patient. Then we ran drills in the middle of the night and during the day. The corpsmen and doctors had to determine what was to be done with each patient. Their team and individual responsibili-



# Great Lakes

"On the road again," Willie Nelson's hit country tune, is the USS *William C. Lawe's* (DD 763) breakaway song after an underway replenishment. It was also the tune played when the Naval Reserve Force destroyer and its crew pulled away from its temporary

berth at Newport, R.I., and from 12 other American ports during Great Lakes Cruise 1982.

Traveling more than 6,500 miles throughout the Great Lakes, *Lawe* and its crew set a new record for the area: they welcomed more than 188,000 visi-

tors, 26,000 more than last year's record-breaking count.

This was the Navy's fifth annual cruise through America's Great Lakes region in support of recruiting and the *Lawe's* third time through the lakes.

*Lawe's* commanding officer, Commander Paul V. Murphy, told reporters, "The cruise gives mid-America a greater understanding of today's Navy. People in the Midwest and other parts of America hear a lot about the Navy, but they don't get a chance to see it. This is a big part of the country, one-third of America's people live in the states bordering the Great Lakes."

This year in Detroit, more than 1 million spectators for the International Freedom Festival fireworks show were almost on top of the ship shortly after it arrived. *Lawe* provided the best seat in the house as the spectacular show was set off from barges in the Detroit



Whether moored in Clayton, N. Y., (upper left), cruising up the Detroit River in front of the motor city's Renaissance Center (left) or in the Ontario, Canada, end of the Welland Ship Canal (above) the USS *William C. Lawe* (DD 763) was highly visible during its 1982 Great Lakes Cruise.



# Cruise 1982



*Left: It was a family reunion for BT2 Charles Clarke as Lawe visited Chicago, his hometown. Below: Muskegon, Mich., natives wait in line for a tour of the ship. Bottom: Lawe's CO, Cmdr. Paul V. Murphy, presented a Navy goat to Chicago's Mayor Jane Byrne.*



River. Detroit also saw the largest number of visitors in any of this year's cities, with more than 24,200 visiting the ship over the Fourth of July weekend.

One of the warmest welcomes was in Muskegon, Mich. It was the first time that the Navy had visited that city, and area residents stood in long lines for more than two hours to tour the ship. Normally, general visiting during the cruise was secured at 8:30 p.m., but the enthusiasm of the Muskegon crowds made closing down at that time difficult. According to Commander Roger Cooper, *Lawe's* executive officer, "The lines would have run all night in Muskegon if we had let them. We went as late as we could each day and still have time to clean the ship for the next day."

Supporting Navy recruiting in each port were two of recruiting command's exhibit vans, seapower and career education. The vans, parked near the ship,

welcomed visitors in the 12 ports. Visitors and prospective recruits watched audio-visual presentations on the importance of sea power and careers and opportunities in the Navy. This year's Great Lakes cruise generated 3,253 direct leads and 1,696 prospects for the Navy recruiters.

In a message to *Lawe*, Rear Admiral J.D. Williams, Commander, Navy Recruiting Command, said, "Last year, *Lawe* established a new record for the Great Lakes cruise that was to be the standard for future ships and crews to meet. This year, you broke that record." He added that this year's cruise "positively affected recruiting efforts in the region and will continue to have impact on those efforts during the coming months and years."

—Story by PH2 Jeffrey Salter  
and JO3 Junior Murray  
—Photos by PHC Chet King  
and PH2 Salter  
FltAvComLant



# The Navy Remembers

*In commemoration of the Navy's 207th birthday, Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant January events.*

On paper, the Continental Navy was less than six months old and the Declaration of Independence had yet to be signed, sealed and delivered to the British, but Jan. 5, 1776, the United States sent its first squadron to sea.

Jan. 20, 1914, the Navy opened its first school for naval air training at Pensacola, Fla. And Jan. 17, 1955, the Navy's first nuclear-powered submarine, USS *Nautilus* (SSN 571), headed into Long Island Sound and the start of its maiden voyage.

Five years later, Jan. 13, 1960, Lieutenant Don Walsh and Jacques Piccard plunged to a record depth of 35,800 feet in the bathyscaph, *Trieste*. Also Jan. 13, 1967, Master Chief Gunner's Mate Delbert D. Black became the first Senior Enlisted Adviser—today, that office is called the Master Chief Petty Officer of the Navy.

## SEAL Teams established

They are stealthy artists in unconventional guerrilla warfare, silent masters of counterinsurgency and experts in small arms and underwater demolition. They are one of the elements of the U.S. Navy's special warfare community—the elite fighting team known as SEALs. The Navy SEAL is a triphibian: part frogman, part paratrooper and part commando. The name is derived from the elements in which the SEALs operate: sea, air and land.

SEALs perform the same missions for which they were created, Jan. 1, 1962. They function independently or in conjunction with underwater demolition teams and surface or subsurface vessels to conduct special naval operations on and near coastlines, bays, rivers, lakes and swamps.

While the SEAL organization is only 20 years old, the UDT community from which SEALs was spawned was put together in 1943 from what was called the combat demolition unit.

In November 1942, the United States became painfully aware of the need for combat divers, more specifically, demolition experts. During the amphibious assault on the Japanese-held island of Tarawa in the Pacific, hundreds of marines drowned when their landing craft beached on a submerged reef forcing the combat-laden invaders to wade several hundred yards to the beach. The uneven, uncharted ocean floor became as lethal as the flying bullets and shrapnel which followed.

To provide better pre-assault hydrographic information and to demolish beach obstacles was the responsibility of the combat demolition unit. The Navy recruited individuals from the mining industry and also gathered together former Seabees and volunteers from naval/marine scout and raider units. Entering the program was simple—all it required was rugged physical attributes and the ability to swim like a fish. CDU training, how-

ever, was an entirely different matter.

The UDT/SEAL forerunners came together at Fort Pierce, Fla., under then Commander Draper Kauffman during the summer of 1943 to begin a grueling, intensive physical training program. It was based on the theory that a man is capable of about 10 times as much physical output as he thinks he is capable. There in the alligator and snake-infested swamps of The Everglades was produced the demolition expert and fighter who was perfectly at home with mud, slime, even exhaustion, besides water and hostile forces.

The first grads were organized into six-man CDUs. Then they were sent to Europe where they played a major role by opening the gateways to France in the invasions of Normandy, Utah and Omaha beaches. The CDUs paid dearly, losing an overall average of 41 percent of their men.

The CDUs were then shipped to the Pacific to participate in the island-hopping campaign. They had not used their swimming abilities to the utmost in Europe but did so extensively in Pacific actions. Tactics and strategy were developed and honed, and more volunteers recruited. Losses dropped dramatically. From the day at Normandy until the end of the war, killed-in-action casualties were cut to 1 percent. It was testimony to these skilled men who perform equally well under water, in the air and on the land.



## Wilkes discovers the Antarctic

The Great U.S. Exploring Expedition of 1838-1842 set sail from Hampton Roads, Va., on the afternoon of Aug. 18, 1838, under the command of Lieutenant Charles Wilkes in his 780-ton flagship, the sloop *Vincennes*. In his wake followed *Relief*, *Porpoise*, *Peacock* and the schooners, *Flying Fish* and *Sea Gull*. Two of these vessels would not return from the four-year venture—the first overseas exploration by the United States and the last to rely solely on sail.

It was a voyage which would take the expedition to the tip of South America, into the iceberg-clogged Antarctic and on to Australia. The expedition would sail extensively throughout the Pacific—to Tahiti, Samoa, Hawaii, Japan, Singapore—and to the Pacific northwest coast of the United States.

While varied in its mission, the expedition was essentially formed to chart harbors and shoals and establish a rapport with friendly peoples of the world. In short, Wilkes was leading a scientific, exploratory and diplomatic adventure which would eventually circumnavigate the globe.

By March 1839, Wilkes had begun to push into the world's southernmost regions. With summer in the southern hemisphere waning, the expedition met heavy, treacherous seas, sea smoke, fog and gales that flung sleet and snow and coated rigging, sails and decks in ice. Wilkes decided to turn back before he was trapped in an ocean whose surface was rapidly freezing. There would be a better time.

The time came the day after Christmas 1839 when Wilkes' ships left Sydney, Australia, for his second and final visit to the Antarctic to conduct geographical and magnetic exploration. Decks and hulls were recaulked and seams covered again with tarred canvas. Wilkes' goal was to get as far south as possible and find out what existed beyond the ice barrier in those latitudes. In 1839, Antarctica was a blank space, a vast nothingness, on the maps of the world.

There was smooth sailing until Jan.

1, 1840, but then the wind picked up and waves began to hammer the ships. Within days, *Vincennes* and *Porpoise* had sighted the first iceberg, over a mile long and 180 feet in height. Southwest they continued as the bergs began to litter the ocean. By then, the sea had calmed, but sea smoke and fog cut visibility, and air temperatures dropped to freezing.

Then the shout from the masthead came—ice ahead. Not icebergs, but the edge of the impassible ice pack itself. Sea elephants, small seabirds, penguins and Cape pigeons were seen—all signs of land. For the next few days, the watchful sailing men kept reporting on the southern horizon the "appearance of land."



Everyone, Wilkes included, was skeptical of the first reports for in those latitudes hot and cold layers of air refract light and cause a phenomenon known as "looming." That is, land beyond the horizon appears projected above the horizon causing a mirage. But Jan. 19, Wilkes admitted that what he and the crew were seeing on the southern horizon was indeed land. Observers had constantly noted the peaks of mountains rising far across the flat ice barrier as they progressed west. He then stated, for the record, that land had been sighted south of the ice fields.

The next day the ships separated—Wilkes' idea being that by splitting the expedition he could better the chances of discovering still more land. By far the most eager of the weary expedition members, Wilkes longed for

the chance to send a shore party onto solid ground to make the customary claim. He rammed his way west, then south once more into Piner's Bay, named for his signal quartermaster.

Jan. 30, he took *Vincennes* to within half a mile of the bay's rocky shore and sounded the bottom at 30 fathoms. He saw land that stretched from that shore south, rising to a height of 3,000 feet in a mountain peak which was one of many farther south and 60 miles inland. Here he claimed all that he had seen to the southwest was the Antarctic Continent.

His dream to send a party ashore was temporary. The wind had risen to gale force and pushed *Vincennes* 60 miles from the bay. The storm raged for almost three days. When it was over, Wilkes abandoned the idea of returning to Piner's Bay, firmly believing there would be another bay and another shore on which to make his claim.

Then word came from two of the ship's doctors that the crew's sick list had grown from 15 to 30. Still, Wilkes pushed on. Finally, Feb. 21, *Vincennes* headed north amid the hurrahs of his weather-beaten, dog-tired and bone-chilled crew.

Wilkes had succeeded in determining a continent, not a series of islands behind the icy barrier he had roamed for nearly 1,500 miles. He had so frequently sighted landfalls—distant mountain ranges, long lines of hills and isolated peaks that he had referred to it either simply as "the land" or "the continent" in his journal.

Wilkes' voyage to the Antarctic and his subsequent discovery of a continent had been a considerable achievement for this nation's first overseas exploring expedition. Throughout the remainder of the voyage and following its completion, Wilkes' claims would come under fire by British and French navigators who also laid claim to discovering the Antarctic Continent. No matter who claimed priority, Navy Lieutenant Charles Wilkes stands credited with discovering the continent of Antarctica for the United States.

—By JOI J.D. Leipold

# ALL HANDS

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### KEY TO 1982 INDEX

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*IF-inside front cover; and IB-inside back cover.*

*The Index is in two parts: the first concerns subjects covered; the second, ships.*

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 USS *Harold E. Holt* (FF 1074)-  
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*Hornet* (carrier)-6:3,11  
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 3:19; 3:43; 12:11  
 USS *Ingersoll* (DD 990)-1:28;  
 4:(IF)  
*Intelligent Whale*-3:14  
*Intrepid*-7:38  
 USS *Intrepid*-8:28  
*Iowa* (BB 61)-2:43; 5:29;  
 9:48; 12:(IB)  
 MV *Irenes Sincerity* (Greek  
 merchant ship)-3:36  
*Issac Peral* (Spanish frigate)-3:29  
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USS *Jason* (AR 8)-5:24; 8:27  
 USS *Thomas Jefferson* (SSN 618)-  
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 USS *Jouett* (CG 29)-7:4  
 USS *Juneau* (LPD 10)-10:41  
 USS *Jupiter*-10:47

**K**

*Kaga* (Japanese carrier)-6:9  
 USS *Kalamazoo* (AOR 6)-3:29  
 USS *John F. Kennedy* (CV 67)-  
 3:19; 9:42  
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 USS *Kirk* (FF 1087)-6:15  
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**L**

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 USS *La Moure County* (LST  
 1194)-8:40  
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 USS *Manley* (DD 940)-6(1F); 11:13  
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 2:29; 3:46; 5:22; 5:25; 6:26;  
 9:38; 10:36  
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 170)-10:12  
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**N**

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 USS *Peliliu* (LHA 5)-7:34  
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*Pennsylvania* (BB 38)-11:46  
*Philadelphia*-7:39  
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 USS *Ponce* (LPD 15)-3:31  
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 USS *Texas*-12:2  
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 11:28  
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**W**

USS *Wabash* (AOR 5)-7:4; 10:41  
 USS *Wadleigh* (DD 689)-5:30  
 USS *Wainwright* (CG 28)-3:29;  
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 USNS *Wilkes* (T-AGS 33)-10:12  
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**Z**

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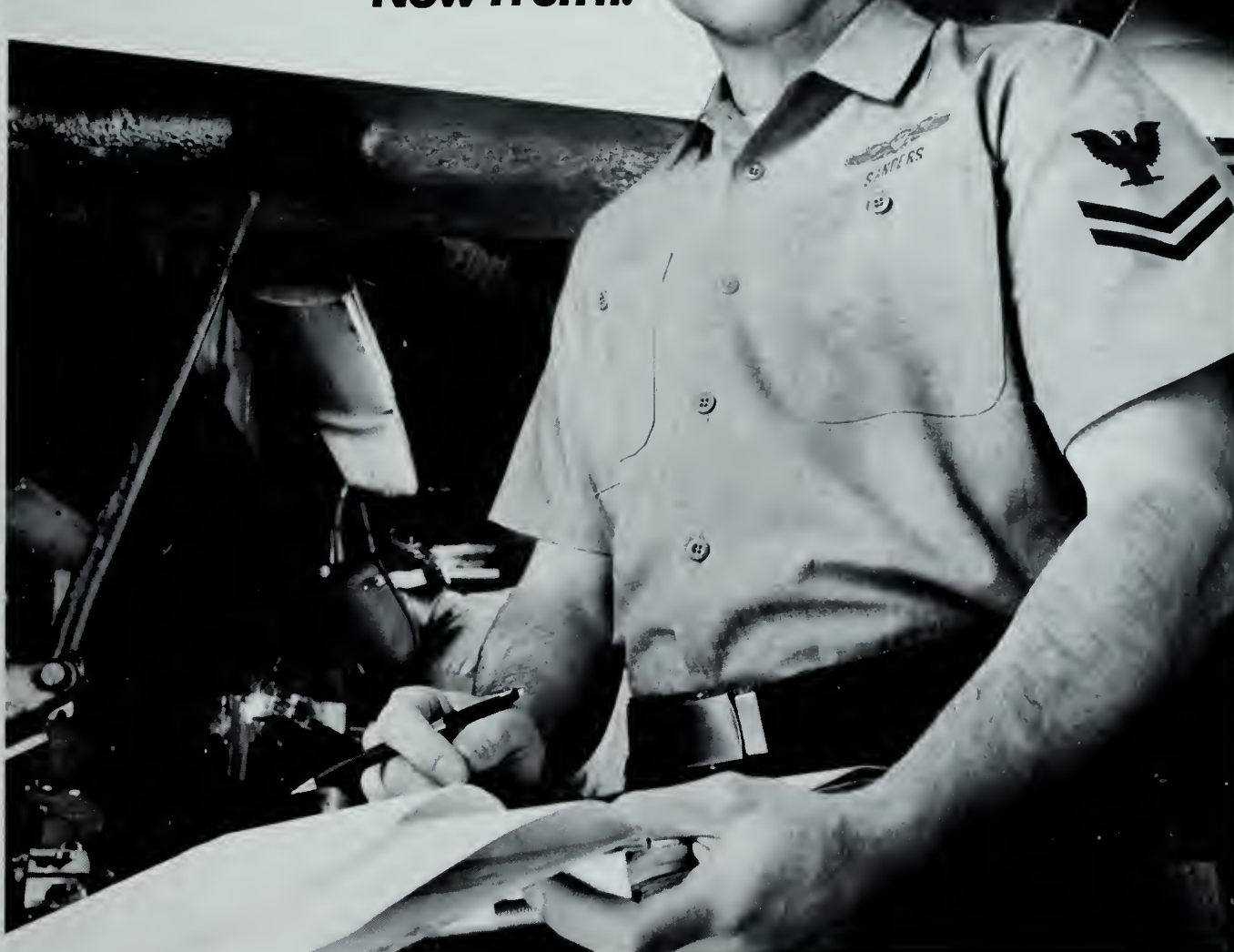
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I worked in this shop.  
Now I run it.***



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**MOVE UP, NOT OUT.  
STAY NAVY. SEE YOUR CAREER COUNSELOR.**



**It's Not Just a Job—  
It's an Adventure • See Page 28**



# ALL HANDS

FEBRUARY 1983

UNIV. OF FLA. STUDENTS



REFORGER 82  
MID-ATLANTIC  
ABOARD COMET  
3/11/83

in this issue

• Sealift Aids Reforger





*Seaman Donald Britton (left), who lived in Bogota, Colombia, for 17 years, talks with the Commander of the Colombian Navy, Vice Adm. Hector Calderon, aboard the carrier USS Nimitz (CVN 68). The carrier, along with the guided missile cruisers USS Arkansas (CGN 41) and USS Mississippi (CGN 40), recently took part in "Caribbean Swing," an eight-day exercise which included port calls in Honduras, Colombia and Venezuela. Photo by PH3 C.L. Mussi.*

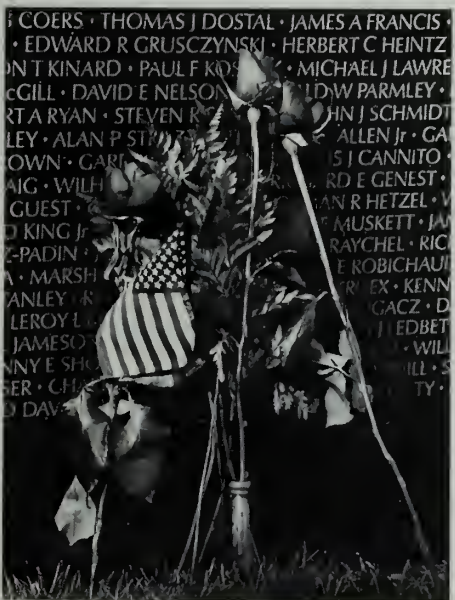




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MAGAZINE OF THE U.S. NAVY

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Front: Navy civilian Mike Leahy's view of high-flying, shipboard painters on USNS Comet (T-AKR 7) during the Reforger '82 Atlantic crossing.

Back: The MK-5 hard hat diving gear (right) is being replaced by the MK-12 surface supplied diving system, which makes for easier, safer, deep diving. Photo by Bernie Campoli.

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# CNO Retention Team Talks to the Fleet

Story and photos by JO1 Gary Hopkins

A few years back, low pay was the main problem. Pay has risen over the past few years; now the frequency of family separation is number one. But there are other issues: wanting to live somewhere permanently, lack of recognition for doing a good job, too many petty regulations and loss of the GI Bill. Pay still is, and probably always will be, one of the primary issues.

All these are issues that men and women list as reasons for leaving the Navy. And the CNO Retention Team is concerned. It's their job to identify issues that are troubling Navy members—to get honest feedback from the fleet.

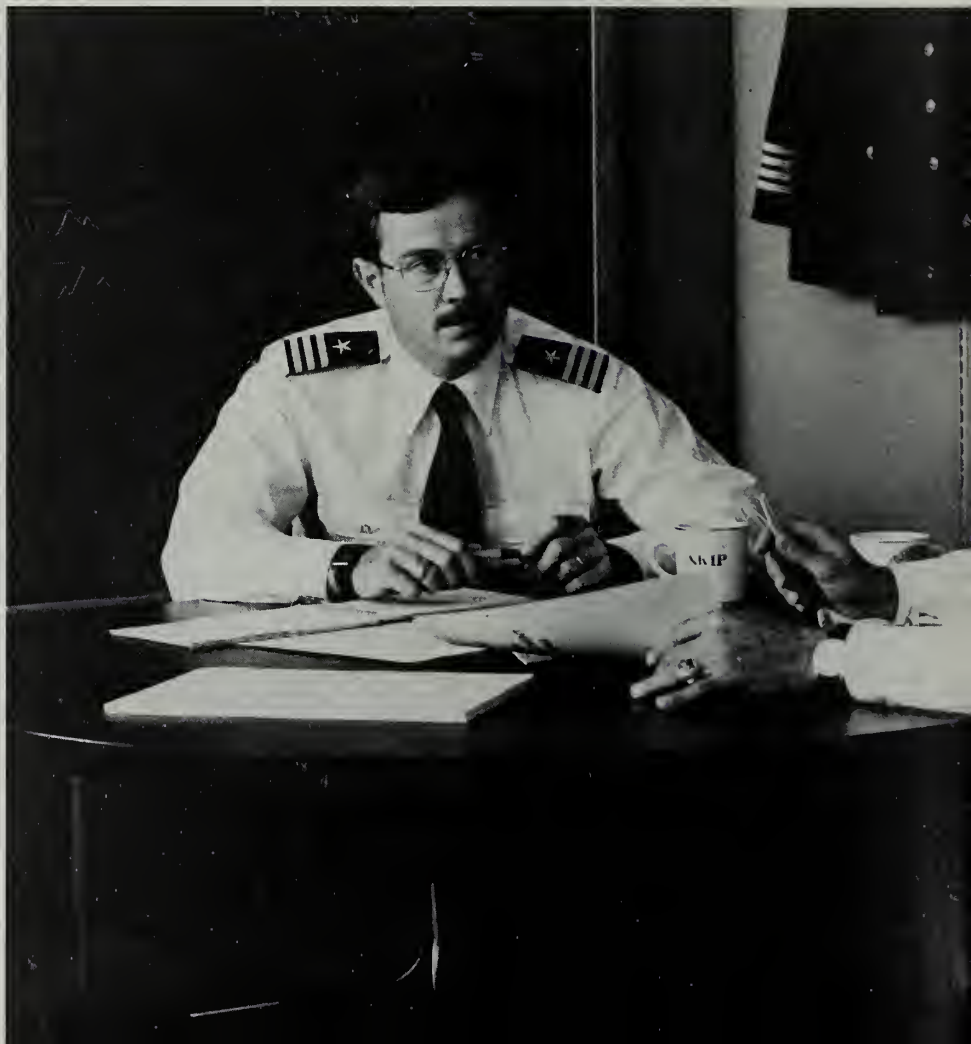
It is also the retention team's job to get information *out* to the fleet—to tell sailors about programs and policies taking shape

in Washington, D.C., that will affect them. It's called communicating.

"That is the specific charge of the CNO Retention Team," said Commander Charles R. Cramer, a retention team leader and head of the Officer/Enlisted Retention Section for the Deputy Chief of Naval Operations (Manpower Personnel and Training) in Washington, D.C.



*In Washington, Capt. Leshko (above) prepares for an upcoming brief. Cmdr. Cramer and Leshko jot down items they want to be sure to discuss at the next fleet briefing (right).*





“Our job is not to go out and tell only the good news. We lay out the facts about what is happening in Washington, let people know what the situation is and where the Navy stands from a retention posture. We tell them where we are, *why* we are where we are, where we’re trying to get to and how we plan to get there.”

Captain Thomas J. Leshko, also a retention team leader and head of the Career Programs Branch for the Deputy Chief of Naval Operations is precise when he speaks about the team. “As part of the CNO Retention Office,” he said, “the team will go around the world to major naval installations—and some of the remote installations. We get information or suggestions from the fleet, staff them and then go out and tell people exactly what’s going on in Washington. We truly communicate and exchange ideas.”

The CNO Retention Office has existed in one form or another since the 1960s when it was a retention monitoring shop under the Chief of Naval Personnel. Leshko is equally specific when speaking about

the overall mission of that office. “Our charter is to monitor and initiate programs and policies which would be instrumental in increasing the Navy’s retention,” he said.

One of those programs was the development of the CNO Retention Team, which actually consists of three five-member teams. The three teams, led by Rear Admiral Albert J. Herberger, Leshko and Cramer, make an average of 10 trips a year, traveling to some 50 sites worldwide. To date, they have briefed more than 25,000 Navy men and women.

The original concept for the CNO Retention Team had its roots in the early 1970s, but it wasn’t until 1978, that traveling retention teams were implemented.

From a retention standpoint, three areas were identified that needed immediate attention. The first was to achieve rough comparability in pay with the civilian sector. At that time, low pay was the main reason people were leaving the Navy. That fact was reflected in surveys conducted throughout the fleet.

From 1978-1982 military paychecks increased by an average 44.2 percent.

But according to Cramer, as pay issues were solved, other significant issues surfaced that had been masked by pay. “They covered the spectrum from family separation to individual recognition,” he said.

That is where the second and third areas of concern in the retention arena came into play. They are referred to as non-compensation areas.

One of those areas is better recognition of individual accomplishments. Changes that have been initiated through the CNO Retention Team and the CNO Retention Office to promote individual recognition include a more liberal frocking policy, expansion of the awarding of the Navy Achievement Medal, the Sea Service Deployment Ribbon and expansion of upward mobility programs. They were all changes championed by the CNO Retention Office because of information the teams got from their extensive visits to the fleet.

The other non-compensation area concerned communication. “It is one theme,” Cramer said, “that I think has come up on every mess deck and in every wardroom: ‘Nobody tells me what’s going on in Washington.’ ”

That’s where the CNO Retention Team

picks up a large share of the responsibility. It is their single most important reason for existing. The briefing team, which is composed of representatives from the retention office (OP-136) and the Military Compensation Policy Branch (OP-134), delivers a 1½-hour presentation covering topics of officer and enlisted retention performance, non-compensation programs, personnel policy issues and an up-to-date assessment of current compensation initiatives.

Each member, an expert in certain areas, fields questions from the floor on any issue a member might want to discuss. In fielding the questions, team members perform another important function—explaining not only how, but why the Navy takes specific actions that affect personnel.

In addition to traveling worldwide and talking with sailors, the retention team is taking further steps to upgrade communication to and from the fleet. A new toll-free information system is one of these steps.

“Contracts are now being bid,” Cramer said, “for an information phone that will allow a sailor in the fleet to call an 800 number or Autovon line to ask for current information on career or retention programs. The library of information includes specifics on upward mobility or conversion programs such as BOOST, LDO/warrant commissions, SCORE, STAR—what have you.

An operator will play a short tape recording for two to five minutes, informing the caller about a particular program. At the end of the tape, the operator also will tell the caller where the nearest career counselor or program expert can be reached for more details.

At a fleet briefing session on an October afternoon at the Naval Submarine Base, New London in Groton, Conn., Cramer spoke of a relatively new idea being used to help communication with the fleet: officer and enlisted separation questionnaires.

“Big deal?” he asked an audience of about 250 sailors. “Yes, it is,” he replied, answering his own question. The men and women sitting in Dealy Center theater stared intently at Cramer.

“Those separation questionnaires are the driving force to use in Congress to show what the fleet is saying. Congressmen accept our survey information because surveys speak their language—they’re a reflection of public opinion.

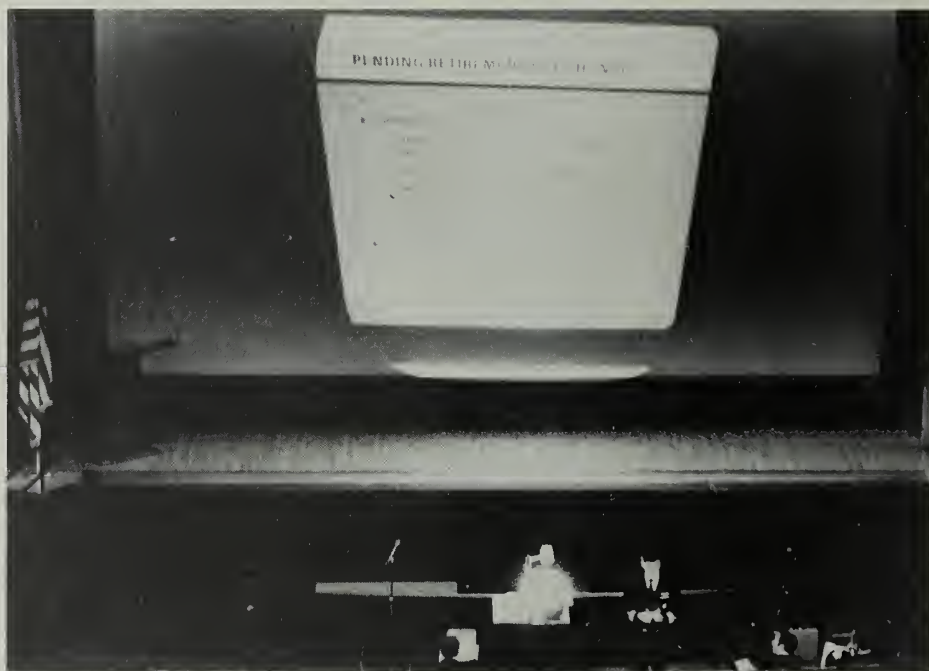




*Lt. Cmdr. Johnson briefs on pay and allowances issues (right). Audiences attending retention team briefing sessions (above) are usually made up of COs, XO's and career counselors, but the briefs are open to everyone.*

“There is now an enlisted retention questionnaire on the road,” he continued. “Up to now, we’ve concentrated on tracking dissatisfiers—and keep in mind—they’re exactly that. They’re from people who decided to get out of the Navy, they’re not from people who decided to stay in. The present CNO, Admiral James Watkins, while serving as Chief of Naval Personnel, decided that as long as we’re going to ask the people who are getting out why they’re getting out, why not ask the ones who are staying in why they’re staying in?”

“We just got our first 500 retention questionnaire responses back. I took one questionnaire at random,” Cramer said as he held up the sheet. “It’s from a young first term. He’s staying in because of job security and the retirement benefits—and he wanted to serve his country. He wrote in at the bottom: ‘My dad served for 23 years so



that I could grow up to be free, and now I want to serve for 30 years so that my kids can grow up to be free.’”

“Sound kind of hokey? Well, maybe, but on the other hand, it was nice hearing that after you see all the reasons why people get out.”

Although the retention team stands out to sailors in the fleet as a very visible tie with Washington, both Leshko and Cramer stress that the CNO Retention Office and the retention teams do not supersede the chain of command.

“That’s something that we routinely face



when we give a presentation." Cramer said. "When someone raises an individual problem he or she is having, my first challenge to the individual is: Are you running this through your chain of command? Does your branch or division officer know? Does your leading chief or LPO know? Has your master chief been informed?"

"We're careful about not representing ourselves as a direct link with CNO on issues that are raised. On the other hand, we do come back and report through our chain of command to the office concerned on what issues we discover on the trips. So from that standpoint, we *are* a communications link, yes. And we do bring back issues for staffing if somebody has recommendations, suggestions or complaints."

According to Cramer, getting information out to the fleet is more typically the problem. "A chain of command can handle a lot of the inputs," he said. "But the briefings do give us a feel in the retention office for the sort of initiatives that we should be tracking—uniform policy, VHA, tuition assistance programs or the GI Bill."

Keeping track of those issues is important if the Navy is to retain people. And keeping people in the Navy since the inception of the all-volunteer force has been tough—until now.

"It's only in the last two years that we've shown some moderate increases in both our first- and second-tour force," Leshko said. "That performance has been needed. We have a 22,000 petty officer shortfall. The only way you can erase that is to retain people. Of course the Navy's objective is to retain them. That's one of the foundations upon which the Selective Re-enlistment Bonus program is built. If there's a shortage, we will pay for those skills."

And indeed, the SRB program—to date—has been a resounding success. Fully 55 percent of all re-enlistments can be attributed to the SRB program. In the 1983 fiscal year, \$280 million had been earmarked for the SRB program, but \$99 million of that may be deleted from the budget

by Congress. The Navy might find it tough to keep some people in, especially in highly technical ratings, with less SRB money to spread around.

"Right now we are living in a world where the state of the economy governs congressional budget decisions," said Lieutenant Commander Gary Johnson, a CNO Retention Team member and head of Compensation Plans. "The state of the economy not only affects SRB funding but other programs as well."

There is hope, though. The Navy still has a chance to regain all or at least part of that \$99 million cut.

According to Cramer, lawmakers understand the unique aspects of the Navy; they recognize the fact that due to the Navy's growth this decade and chronic manning problems in the late '70s, the Navy has a greater need to retain skilled individuals than do the other services.

"We have a requirement for a pool of technically qualified and experienced petty officers," he said. "We don't need a massive turnover on the front end as, say, the Army and Marines may require. We need sustained growth and experience, certainly from first to second term and beyond. It becomes consistently more difficult when

you take talented sailors out to the eight-, 10- or 12-year point and then have the experience vanish. The problem is exactly the same in the officer retention business."

Although the SRB program is one way the Navy is trying to retain skilled petty officers, Cramer said that sometimes too much emphasis is being placed on money. "I think that's one of the mistakes we make. We focus a great deal on the dollar issues, sometimes losing track of the reason why we're serving."

While money certainly is important, Cramer mentioned some other issues that might cause someone to think twice before leaving the Navy.

"You know this is a pretty stable profession to be in," he said. "We do not have problems with layoffs. You're doing something that's worthwhile. You've got the opportunity to grow as far as your own ambitions and skills will take you."

"You're never going to see a better time, I think, to be a part of an organization than when you are there during the growth stage. And we have growth going now for the rest of this decade—solid, programmed growth. If we were selling stock in the Navy on Wall Street, it would have to be very, very high."



*After the briefing session, more informal discussions take place (right).*

# Easing the Tax Bite

Sailors and Navy families can draw some comfort from knowing that they may be able to see substantial tax savings in the next few years. A major part of this savings will come from the periodic cuts in tax rates passed by Congress. The first tax rate reduction of 5 percent took effect in October 1981, followed by a larger one of 10 percent in July 1982. An additional 10 percent cut will go into effect this coming July.

The cuts are not the only bright light on the horizon. The federal income tax system offers several benefits and tax changes to enable Navy people to save tax dollars. Some of these changes are:

- Expanded deferred-tax individual retirement accounts.
- Reduction of the marriage penalty for working couples.
- Percentage decrease of qualified expenses for child- or disabled-depend-

ent care to enable spouses to be gainfully employed.

- Deduction of charitable contributions even if you don't itemize (that is, even if you don't use Schedule A on the long Form 1040).
- Extension of replacement period from the sale of your old home to the purchase time of your new one.

As April 15 approaches, some Navy people—like many others—get anxious about meeting the deadline for filing their federal income tax returns, Form 1040 or 1040A. If meeting the deadline is a problem, you can get a four-month extension by





filing Form 4868. The Internal Revenue Service may even grant you a further extension, provided you have good reasons and you file Form 2688. Forms can be obtained at any IRS office, but you must make the extension request by April 15. To avoid interest charges and a possible penalty, be sure to send in with the form any tax you estimate you will owe.

This year you may claim as many as 14 legal exemptions on your W-4 withholding form (called "allowances" in the W-4 instructions and work sheets). Each allowance is equal to a \$1,000 deduction; in 1981 IRS only allowed up to nine such exemptions. The more allowances you claim now, the less money will be withheld from your pay throughout the year. That extra take-home pay could be put into some type of savings account where it will earn interest to help you pay tax liability at the end of the year.

If you're entitled to receive a refund and don't get it within 10 weeks after filing your income tax return, call your local IRS office or write to the service center where you sent your return.

**IRA**—Navy people and their working spouses may now each open individual retirement accounts even if they are eligible to receive retirement pay in the future. This excellent tax shelter lets you contribute up to \$2,000 each (if both working) or 100 percent of your earned income if it is less than \$2,000 (\$2,250 if you have a non-working spouse) in an interest-earning account. You are eligible for IRA right up to filing time—April 15, 1983. You pay no taxes on your contributions and earnings until you decide to withdraw any or all of the monies between age 59½ and 70½. In those elder years, you would probably pay less taxes because your tax rate is likely to be lower. Where will you get cash to shelter your income in an IRA? Simply tell your disbursing officer to withhold less from your pay each month.

**Sale of Home**—Sailors get a break in the time they are allowed to defer or delay reporting any profit on the sale of their principal residences. Civilians are allowed a two-year grace period to invest their profit, or capital gains, from the sale of an old residence by buying another—higher priced—home without paying a tax on the gain in that tax year. For those on active

duty, the replacement period is extended to up to four years after you sell your principal home.

Incidentally, temporarily renting your old home because you're having trouble selling it doesn't necessarily make it a business property. The test is whether the rental was or was not for business reasons. So, if you rent your house when you're transferred because you cannot sell it, then when you do sell the house, the same terms apply: you'll have up to four years to re-invest that money in the purchase of a new home before you have to report the profit from the sale of the house as income.

There's an additional break in the sale of a home for taxpayers age 55 or older. It's a once-in-a-lifetime tax waiver where as much as \$125,000 profit on the sale can be made without paying any tax on the gain. To be eligible, however, the taxpayer must have owned and lived in the property as his principal home at least three of the five years before the sale date.

In regard to moving expenses, the tax law allows deductions for civilians only if the distance to the new job is at least 35 miles farther from the former residence. Military people, however, don't have to meet the distance test if the move is a permanent change of station.

**Child- or Disabled-Dependent Care**—Navy personnel with working spouses and children, or other qualified dependents, get a benefit from an increase in tax credit for expenses paid to babysitters, practical nurses or a day-care center. The credit is 30 percent of qualified expenses; a maximum of \$1,440 is subtracted from the tax due. The credit is greatest for wage earners with two or more dependents and an income of \$10,000 or less a year. Higher-income personnel can save up to \$960 of dependent care credit.

**Earned Income Credit**—If you had less than \$10,000 in adjusted gross income and provided a home for a legally dependent child, you may be able to receive earned income credit up to \$500. If you expect to qualify for earned income credit, you may choose to get the credit in advance. Fill out Form W-5 and the credit will be included regularly in your pay.

**Non-taxable Military Income**—Military payments are generally taxable except for allowances and benefits. The following

are not taxable: allowances for quarters; basic allowances for subsistence; comrats; compensation for prisoner-of-war or other missing status time during the Vietnam War; death gratuity pay; family separation allowances while on permanent duty outside the United States; mustering-out payments; overseas cost-of-living allowances; payments to legal dependents of naval personnel; travel allowances; uniform allowances; variable housing allowance; veterans' education, training or subsistence allowances, and veterans' pensions.

Uncle Sam is easing the tax load on military people, and, if you know the tax-saving points, you should have little trouble reducing your tax liability this year and for years to come.

### **Calendar Changes for Tax Savings 1982**

- \*Capital-gains rate drops.
- \*Charitable contributions up to \$25 deductible for taxpayers who need not itemize.
- \*Child- or disabled-dependent care credit increased.
- \*Marriage penalty reduced.
- \*Ten percent tax rate cut in effect July 1.

### **1983**

- \*Marriage penalty reduced further.
- \*Ten percent tax rate cut in effect July 1.

### **1984**

- \*Charitable contributions up to \$75 deductible for taxpayers who need not itemize.

### **1985**

- \*One-half of all charitable contributions deductible for taxpayers who need not itemize.
- \*Exclusion of 15 percent net interest begins (up to \$450 on single returns and \$900 on joint returns).
- \*Indexing of income tax brackets to reflect the percentage of increase in the consumer price index over a one-year period.
- \*Zero bracket amount and personal exemptions begins. (In effect, this means you'll be taxed according to the value of the dollar and what it will purchase rather than the dollar amount.)

### **1986**

- \*Total charitable contributions deductible for taxpayers who do not itemize.

—By Jack Ben-Rubin  
The George Washington University

# Feeling Right at Home

"The port of San Francisco belongs to the Navy this week," declared San Francisco Mayor Dianne Feinstein as she wel-

comed a dozen Third Fleet ships to the city's Fleet Week '82 celebration.

Led by "San Francisco's Own," USS

*Coral Sea* (CV 43), the ships passed under the Golden Gate Bridge as vehicular traffic on the bridge slowed to a crawl—motorists





# in San Francisco

Story by Lt. Cmdr. Pete Feldman, Office of Information, San Francisco

sought to get a glimpse of the ships below.

Earlier, *Coral Sea* had left its pier at nearby NAS Alameda. With hundreds of

civilians and media representatives aboard, the carrier steamed to meet the other Third Fleet ships arriving from San Diego and Puget Sound.

Pedestrians on both the Golden Gate and Oakland Bay bridges cheered the sailors manning the ships' rails. Thousands of lunch-hour office workers, tourists and local residents lined both sides of the bay to watch the six-mile procession of ships pass in review.

Steaming slowly, the ships—USS *Coral Sea*, USS *New Orleans* (LPH 11), USS *Fletcher* (DD 992), USS *Bremerton* (SSN 698), USS *Schenectady* (LST 1185), USS *Vancouver* (LPD 2), USS *Monticello* (LSD 35), USS *St. Louis* (LKA 116), USS *Wichita*

(AOR 1), USS *Lynde McCormick* (DDG 8), USS *Marvin Shields* (FF 1066) and USS *Denver* (LPD 9)—were escorted by six Coast Guard cutters and Navy yard tugs.

Spray from fireboats heralded their arrival. Civilian small craft gathered to escort the Navy ships into the bay, and whistles and horns sounded greetings.

Aircraft flew overhead and *New Orleans* launched more than a dozen helicopters during the arrival; a 17-gun salute from *Coral Sea* was answered by guns at Treasure Island. Explosive Ordnance Disposal Unit One members parachuted into the bay during a river patrol boat demonstration by Special Boat Unit 11.

The official reviewing stand at Treasure Island, midway across the bay between San Francisco and Oakland, was occupied by nearly a thousand civilian and military

*Left: Visitors line up to tour USS Fletcher (DD 992) during open house. Below: Fireboats welcome Navy ships to San Francisco.*



dignitaries, including Mayor Feinstein and Admiral Sylvester R. Foley Jr., Commander in Chief, U.S. Pacific Fleet.

Early morning fog shrouding the Golden Gate had threatened to thwart visibility, but, as though on cue, it lifted as the ships steamed into the bay. By midmorning, the haze had all but disappeared, and brilliant sunshine greeted the crews as the ships began tying up at the city's piers. The weather, the food, the people and the entertainment all cooperated as a quarter of a million Bay area residents poured into the city's Embarcadero to visit the ships.

San Francisco's rich maritime history dates to the Spanish exploration of the

Pacific Coast. In 1908, President Theodore Roosevelt's Great White Fleet made a historic appearance during its around-the-world cruise. At one time, the port was a busy Navy facility, although that pace slowed in recent years. But in 1981, under the guidance of Commander Naval Base San Francisco and the mayor's Fleet Week committee, the city began renewing its hospitality to Navy men and women.

During Fleet Week '82, the mayor visited several ships, welcoming sailors to San Francisco. The biggest greeting of all, however, came from the tens of thousands of citizens who made the sailors feel right at home.

Signalman Third Class Craig Higgins and Radioman Third Class James Ogaz, both of USS *Vancouver*, rated the city's hospitality as "outstanding."

"No matter where we went, people asked

us about Fleet Week," Higgins said.

Ogaz noted that "people everywhere were obviously very proud of the Navy. They'd just come up to you and tell you. You didn't even have to be in uniform, although a lot of sailors and chiefs were in uniforms."

The Navy mustered two softball teams to play the city's fire and police department teams. In 1981, the Navy was, well, sunk. In 1982, the games ended in a neutral split, with the Navy victorious in one, but losing the other game by only three runs.

"I just couldn't believe a city could do all of this for us and go out of its way to make us feel at home" said Higgins. "Whenever I met people who'd toured ships, they said they had learned a lot about the ships and sailors. That plain made me feel good."

*A concert by Navy musicians was one of the highlights of Fleet Week '82, including receptions for the crews of visiting ships.*





Planning for Fleet Week '82, which had stretched nearly a year in advance, included free transportation and special events to help keep sailors and civilians on the move. Some families traveled from San Diego to greet their men, and some local relatives were waiting at the piers when the ships arrived. Receptions were held for officers, chiefs and enlisted people, with the latter enjoying a visit from Miss America 1982, Debra Sue Moffett, who made an appearance at the Pier 45 enlisted reception. Civilian guests munched ship's food in both wardroom and enlisted messes during the weekend as ship's personnel rolled out the red carpets.

Some lucky sailors were invited to home-cooked meals at civilian homes; others were hosted aboard yachts and sailboats. Newspaper photographers and radio and television broadcasters also made sailors welcome with on-the-spot coverage. And, in a ceremony at City Hall, Mayor Feinstein expressed her hope that more ships would visit San Francisco.

"I know there will be more weekends

like this," Higgins said. "It gave me a really good feeling. Even the little kids were interested, and some said they'd like to join the Navy some day."

The weekend also was special for Senior Chief Boiler Technician Herbert Sesley of

USS *Monticello* who was re-enlisted by Assistant Secretary of the Navy John S. Herrington, who represented the Department of the Navy for Fleet Week.

Civilian businesses and members of the mayor's Fleet Week committee underwrote much of the cost. Thousands of dollars worth of football tickets were donated to ships' crews. The Navy League and a variety of other committees picked up a \$30,000 tab for the Navy/Fleet Week Ball and enlisted reception which drew more than 6,500 sailors and their dates.

Thousands of civilians entered into the spirit of the celebration by wearing ships' ball caps and T-shirts, visible evidence of a successful event. Less visible, but even more of an indication of success, was the estimated \$2 million in Navy-generated revenue which came in to Embarcadero merchants from sightseeing and souvenir-buying sailors and their families.

In more ways than one, then, Fleet Week '82 was a resounding success for both the city of San Francisco and the U.S. Navy. A lot of sailors, it seems, left their hearts in San Francisco.



*Above: Local citizens get a close look at a Navy helo aboard ship. Left: A Navy Band member works at entertaining the crowd.*

# 'But I Wasn't Getting Anywhere!'

Story and photos by JO1 J.D. Leipold



*AD3 Byron A. Gundaker tries on a white hat for size. Opposite: Navets report to the Recruit Training Command at Orlando for three weeks of processing, outfitting, indoctrination and awaiting assignment to the fleet.*



When Aviation Machinist's Mate First Class Robert Cannon left the Navy, he charged back into the civilian world thinking he could land a high-paying, upward mobility job with a major commercial airline. With nine years experience as a Navy jet mechanic, he felt it was time to head for greener pastures and a life with more at-home stability.

Though he didn't dislike the Navy, Cannon admitted he was tired of shipboard life, long deployments and being away from his family. Bettering that situation, to him, meant settling down in one area.

Cannon was rudely awakened. The airline industry wasn't hiring.

"For a solid year I applied everywhere, but I was banging my head against a wall. Look what happened," he said, "one airline folded and mechanics with 15 years seniority were laid off. I ended up going to school during the day and cooking in a restaurant at night."

After 20 months on the outside, Cannon began looking in. He eventually wound up in a recruiter's office in the same situation he'd been in 11 years before—searching for a viable career at a decent buck.

"Rejoining the Navy was a necessity. I've got a wife and three kids to support," he explained. "This time I'm staying put. I'm going to grab for all the marbles and maybe try my luck at an officer program later on."

While Cannon attributed his inability to survive on the outside to "bad timing," the fact remains he was a highly skilled jet mechanic with almost a decade of experience. It still wasn't enough to land the job he had expected.

Aviation Ordnanceman Third Class Byron A. Gundaker and Boatswain's Mate Third Class Robert A. Purifoy, both four-year veterans, also thought they could make better money on the outside. At the time they were separated from the sea service, the kind of job wasn't as important as putting food on the table, paying the rent and keeping the car rolling.

"I was working as a foreman for a railroad scrapyards," said Gundaker, "but I wasn't getting anywhere. I'd go to work every morning and do the same thing day in and day out. So, one day I just quit and re-enlisted."

Purifoy might not have left the Navy 18



months earlier had it not been for his five years sea duty to two years shore duty rotation. At the end of four years aboard an oiler and with another year of sea duty to look forward to, he elected to leave the sea behind and go home to North Carolina.

"I just didn't think I could handle another year of sea duty before I'd be eligible for a

shore tour," he said. "But it's tough outside of the Navy. For 11 months I worked in construction—welding, sandblasting—then things got slack and I was laid off. After that I got a job sandblasting the insides of ships for \$5.10 an hour. That kind of work for that kind of pay wasn't worth stickin' around for."





*OSC Donald J. Murphy lectures a reorientation class for Navy veterans.*

"After awhile I just said this is ridiculous. I'm not going anywhere. So I signed for two years in the Navy—it was just more beneficial for me to come back in. Even though I won't get dental tech 'A' school until the rating opens up. I at least make better money for my efforts, and I have more job stability."

Seaman Randall L. Mitchell did everything from pumping gas to managing a pizza parlor but found the pay was better as an E-3 than what he was making on the outside.

"I was competing for jobs anyone could do, but I was also stacked against people who had college degrees," Mitchell said. "Now I've got something to look forward to—Hospital Corpsman School and a definite career path. When I retire, I'll have 20 years of experience to offer—that can't do anything but help me."

Other former sailors found they genuinely missed the sea service way of life. Storekeeper Seaman Wayne D. Frey had been separated from the Navy for nearly a year.

"I went in the Navy right out of high school so I really didn't have any independence between the time I graduated and joined up," he said. "After three years active duty, I got out because I didn't *think* I liked it. After awhile, though, I began to remember my experiences in the Navy—good and bad—and decided to come back in for a career. I *do* think it was good to get out and make that comparison though."

For the 300 or so other Navy veterans who rejoin the sea service each month, life situations are similar, but the stories are as unique as the individuals. These men and women joined the Navy originally to gain solid experience. Many intended to play out their hitches and re-enter the civilian job market using that training and hands-on experience gained in the Navy as building blocks for the future. Instead they found unemployment fast approaching a 10 percent figure. After much frustration and soul-searching, they re-enlisted—ironically, it was for the same reasons they had left.

Another irony returning Navets face is that they resume their naval careers in the recruiter's office, then go on to a recruit

On the outside things hadn't fallen into place for Purifoy. Even after working upward of 50 hours a week and gaining a pocketful of overtime pay, he had to let his trailer home go.

"I couldn't make the payments," he said, "and I had to drive 45 to 50 miles one way just to keep that job. I tell ya, since I came back in the Navy I breathe easier."

Radioman Second Class Linda A. Baumgardner left the Navy 10 months ago to put to use the dental assistant training she had previously learned before joining the Navy five years earlier.

She went to work for several dentists,

doing X-rays, preliminary work and jumping back and forth between the front desk and the chair. The problem she ran into was that her bosses weren't willing to pay her what she felt she was worth. Fact was, Baumgardner had to fight for raises.

"The doctor told me more or less that I wasn't worth 25 cents an hour raise. Yet, he wouldn't tell me why. Oh, he gave me the raise eventually, but I thought to myself, 'hey, if he can't justify why I'm not worth the extra quarter, something is wrong here,'" she said. "The doctor wasn't even willing to pay me when I was on active duty for training with the reserves.



training command just as they did when they first entered years before.

Like the recruits, returning veterans arrive at the Recruit Training Command in Orlando, Fla., at any hour on any day. The reception for them isn't nearly so shocking as it is for recruits. Instead, Navets head for the quarter-deck and check in with the officer of the day to begin processing, outfitting, indoctrination and transfer. Senior Chief Gunner's Mate Technician Ben M. Turner, Navet course manager, views it basically as a transient personnel unit for prior Navy people.

Most of what they do is old hat—haircuts, new IDs, chit books, uniform issue, straightening out of service and pay records and trips to the doctor and dentist.

"We also conduct a five-day course which is mandatory for Navets who have been out of the Navy more than 90 days," said Turner. "Remember, we're talking about people who left the Navy anywhere from one day to 15 years ago—they've missed a lot of information, some more than others."

Uniform regs, code of conduct, uniform code of military justice, PQS and the 3-M system are covered as well as pay and advancement, educational tuition assistance and all the current information returning veterans need to know and carry back to the fleet.

"But it shouldn't be viewed as another trip through boot camp," said Turner. "The retraining here at Orlando is mostly updating what the Navets already know."

Turner's main concern is to help make the Navet's transition once again from civilian life into Navy life smooth, painless and commensurate with that of a veteran. RTC's goal is to bring those petty officers up to speed and return them to the fleet well-informed, highly motivated, and with a positive outlook toward the future. In a sense, the retraining could be equated to that of a postgraduate school.

"When we bring a first class back in," he said, "the six or seven years of prior service makes him a valuable asset to the Navy, not only in terms of processing but also in training future petty officers. When our XO addresses the Navets on Wednesdays, he reminds them that second and first class petty officers can't be ordered like an item from a department store. They



aren't ready-made, with overnight deliveries thrown in. The XO says the knowledge these petty officers have to offer is developed from time experienced in the fleet."

Since reacquaintance with the Navy takes place where recruits make up the bulk of the population, emphasis is placed on the Navet's appearance, demeanor, military bearing and responsibility.

At the end of two or three weeks, chockful of new information and with orders in hand, the Navets ship out. Some will report to another training command; others will head to various stateside and overseas ports to meet up with ships. These sailors-turned-civilians-turned-sailors are fully aware of the disadvantages and hardships associated with a sailor's life. They've been through this routine before.

Again, they'll witness harbors jammed with ships of gray steel.

Again, they'll undergo lengthy separations from loved ones only to face the rigors of eight-month deployments.

Again, they'll bemoan the long chow lines—the relearning of the phrase, "hurry up and wait."

Just when things seem almost intolerable, they, no doubt, will flash back to the "good ole days" as civilians—when life wasn't so cushy. The lapse will be brief, then reality sets in. This time they'll make it.

**YOU ARE RESPONSIBLE FOR  
THIS PERSON  
LOOK SHARP**



*Top: Since May 1981 RTC has reindoctrinated more than 4,000 men and women Navets. Below: SN Randall L. Mitchell, a deck force member during his first enlistment, is slated for Hospital Corpsman School.*

# Reserve Orion Crew Augments Regulars

Reserve flyers and air crews of Patrol Squadron 92, South Weymouth Naval Air Station, Mass., recently completed a month's deployment to

Lajes Field in the Azores. As soon as they moved out, Patrol Squadron 94 from New Orleans moved in with its P-3 *Orion* turboprop aircraft to contin-

ue augmentation.

Before VP-92's arrival in Lajes in early June, two other reserve squadrons, Patrol Squadron 64 from Naval Air Station Willow Grove, Pa., and Patrol Squadron 93 from Mt. Clemens, Mich., had operated in a 2½ million square mile area, checking the ocean below for presence of underwater craft.

So it goes—Naval Reserve anti-submarine squadrons continue the job of augmenting regulars in the North Atlantic. According to Commander U.S. Forces, Azores, they are doing a "super" job. "No differences can be found now between regulars and reserves," said Captain William H. Ketchum, who has served with six Regular Navy patrol squadrons during his reserve career.



*Lt. Cmdr. Gary Lopez (above) just before takeoff at Lajes Field in the Azores (right). AW1 Ray Beauchemin (top right) during the preflight check. Photos by PH1 Peter R. Rickallah, VP-92.*





All the reserve squadrons augmenting the forces in Lajes this year are normally under the command and control of Commander Reserve Patrol Wing, Atlantic in Norfolk Va., responsible for supervision, training and readiness of several assigned patrol anti-submarine squadrons. The force includes more than 700 active duty officers and enlisted people and 2,800 selected air reservists plus 63 aircraft. It represents a total investment of more than \$440 million in hardware assets. Many of the plane commanders are commercial airline pilots in civilian life.

According to Ketchum, the reserve naval squadrons are superior to their counterparts of 10 or more years ago.

"The reservists are top-notch, talented people who have been flying together for years," he said. "We send the squadrons on operational missions repeatedly."

The naval air reserve squadrons are part of the Navy's selected air reserve, a highly trained force of more than 20,000 "Weekend Warriors" who stand ready to augment the Regular Navy in an emergency. To keep abreast of the latest technological and organizational advances, they maintain and fly fleet-type aircraft at 19 locations in the United States.

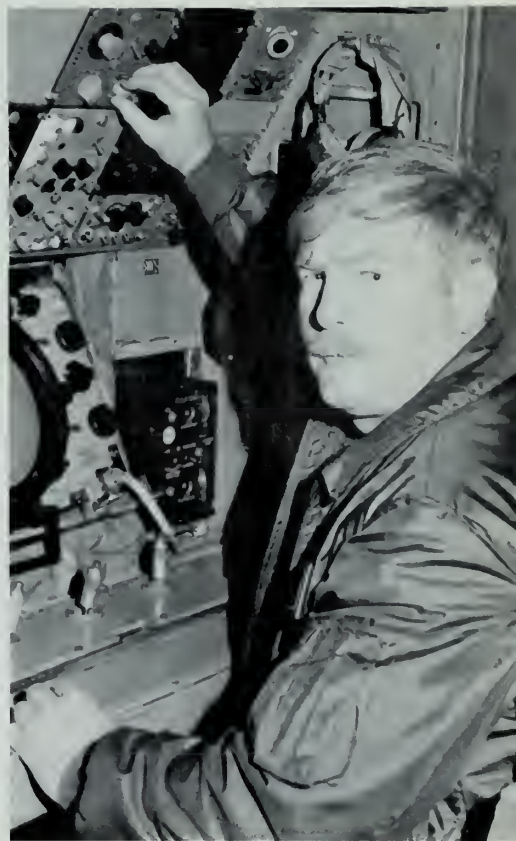
Commander Stephen Keith, officer

in charge of VP-92, related that the squadron from NAS South Weymouth flew more than 850 hours before heading for home. "It was our best training period," he said.

Like most reserve squadrons, VP-92



is composed of 60 officers and 300 enlisted people. There is a small cadre of full-time active duty people, but most of the participants are reservists. They are normally former air crewmen with three to five years of active Navy service. The air crewmen who man the P-3 *Orions* are trained at considerable cost to the government, and they gain valuable experience on active duty. Were it



not for units such as the reserve squadrons, this valuable training investment and experience could be lost to the American taxpayers when the air crewmen leave active duty for civilian life. With the reservists brushing up on skills one weekend a month and during two-week annual training periods, the country benefits by having fully equipped and experienced patrol squadrons at a small fraction of the cost of a Regular Navy squadron. The primary mission of the reserve squadrons is to train people to conduct anti-submarine warfare.

Ketchum added that the reserve crew logged more time this spring and early summer out of Lajes than at any time in the last several years.

"They match up favorably with any crew during this air period," he said. "When they come on station, they have to peak up—but because of their backgrounds, they come up to speed fast. They come to Lajes to fly. Individually they do what the country expects them to do—fly missions."

—By Capt. J.R. Lamere  
NAS, South Weymouth, Mass.



# It Takes Sealift to Support Troops

**Story by Kenneth J. Rabben**

**Artwork by Mike Leahy**

Three Military Sealift Command cargo ships assisted in reinforcing U.S. Army units in Europe this past September in the 14th Annual Reforger military exercise. *All Hands* went along to see how the Navy's civilian seamen did the job in this important Department of Defense exercise.

Reforger—which stands for “Return of Forces to Germany”—demonstrates the

ability of the United States in a crisis to reinforce North Atlantic Treaty Organization forces in Europe with ground troops and air units along with their equipment.

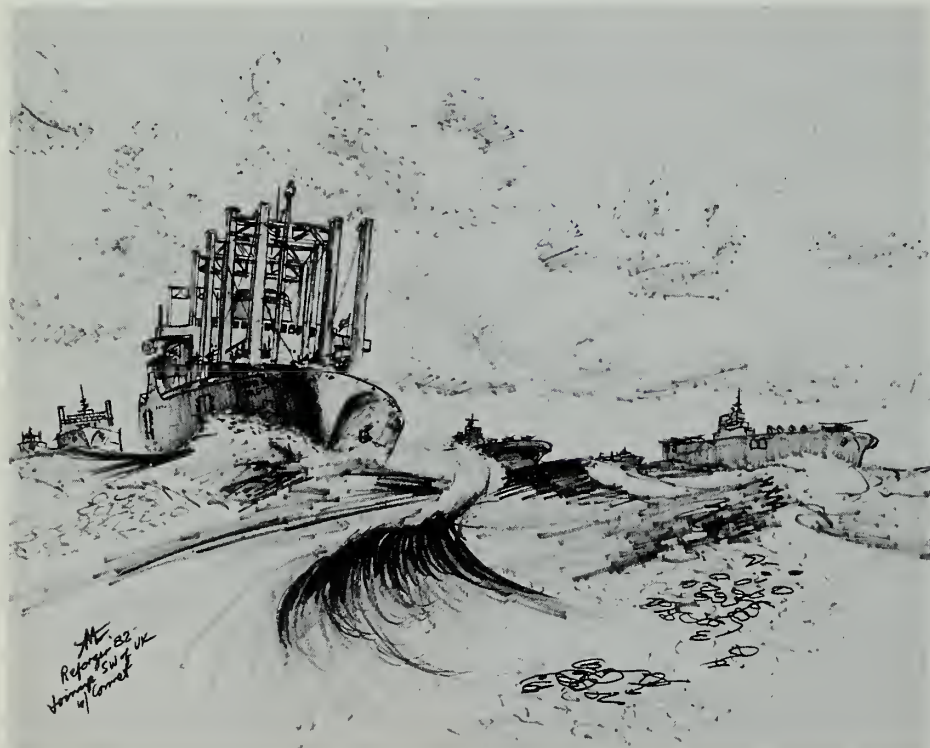
The Army's Military Traffic Management Command coordinated the movement of troops and equipment by rail and highway transportation, operated the seaports, including loading and unloading of ships,

and provided commercial air support in the continental United States.

At the start of Reforger, troops of the "Big Red One," the U.S. Army's First Infantry Division, stationed at Fort Riley, Kan., along with other units from North Carolina and Texas, were airlifted to Europe in Air Force planes. To augment equipment already prepositioned in Europe, the First Infantry Division's trucks and other rolling equipment came by sealift in a convoy made up of two roll-on/roll-off ships (ro/ros). These are seagoing garages for land vehicles, including tanks and other tracked vehicles, which are loaded and unloaded directly onto piers. The Big Red One's tanks already were in position in Germany at the start of Reforger; others were airlifted by the Air Force.

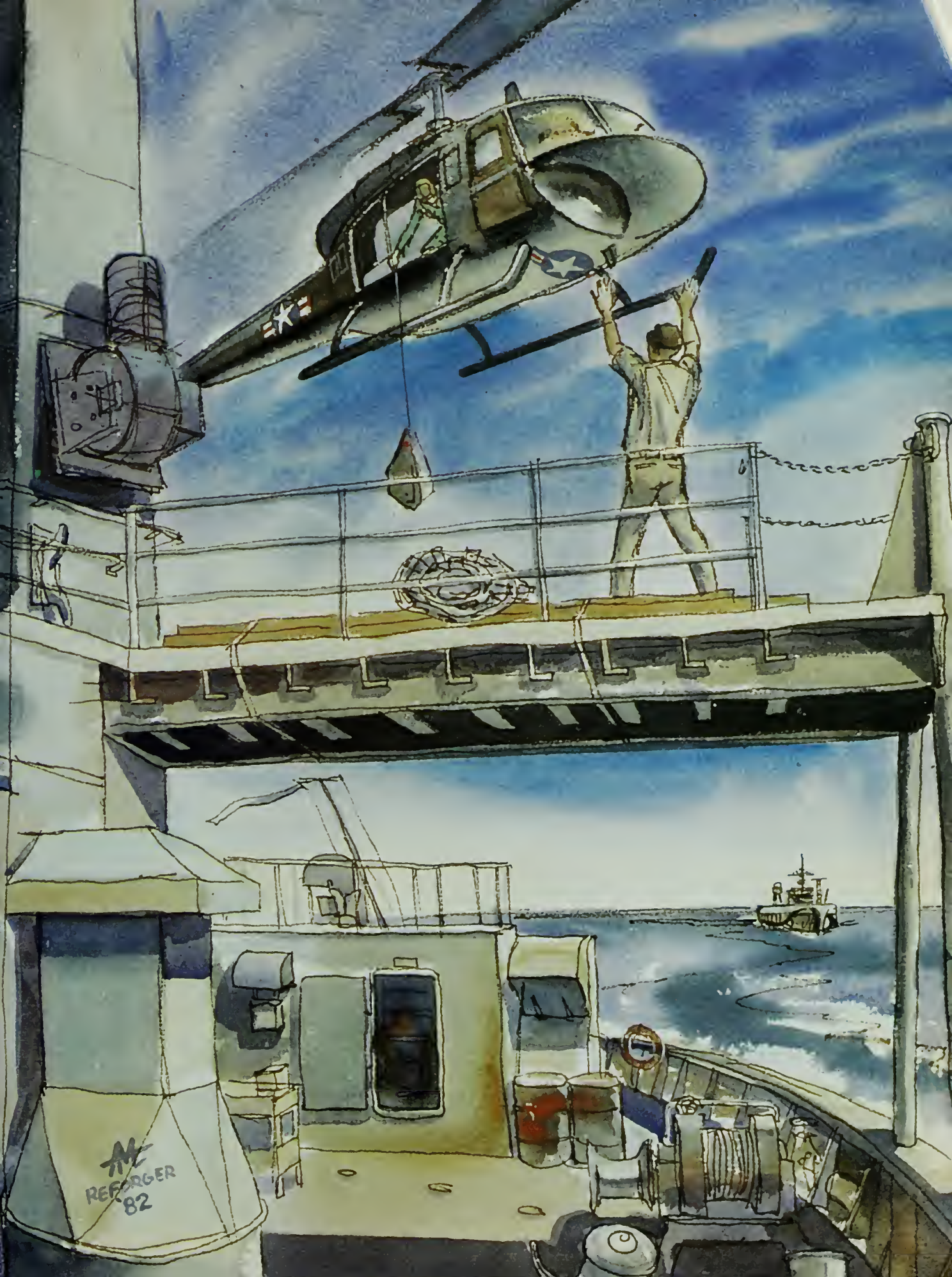
Twenty-eight Army combat service and combat service support units and 39 Army Reserve component units also deployed, the largest number to take part in a Reforger exercise.

More than 19,000 soldiers and 29,000 measurement tons of cargo were moved from the United States to Germany in a few weeks—24,000 MT by sealift. Active



*Ships and storm clouds gather during convoy operations southwest of England on Sept. 5. Right: A helo from USS Nassau (LHA 2) drops mail aboard USNS Comet (T-AKR 7) for the convoy's Operation Short Engagement.*





REFORGER  
82



Army and reserve people, and civilian stevedores and civilian sailors of MSC loaded about 1,100 pieces of equipment from 14 Army installations aboard the Military Sealift Command roll-on/roll-off ship USNS *Comet* (T-AKR 7) and the chartered merchant ship MV *Cygnus* at Beaumont, Texas, begin-

ning Aug. 18. The gas turbine ship *Admiral William M. Callaghan*, another MSC-chartered ro/ro, loaded at Savannah, Ga.

Division jeeps, trailers, military vans, halftrack vehicles and other rolling stock arrived in Beaumont by rail. Once inventoried, they were positioned near *Comet*

and *Cygnus* in loading order, a process called staging.

Colonel James W. Wallace, port commander of the MTMC's Gulf Outport at Beaumont, was in charge of the staging. "Cargo arrived on schedule," he said, "and there were no major problems. It was





one of the smoothest operations ever. We depend a great deal on interservice cooperation in an operation like this; it's vital to the success of the mission."

The safety of people and equipment is stressed during staging, loading and unloading. The 14-year-old exercise has

been accident-free the past two years, and there have been no shipboard accidents since use of sealift began six years ago. Stringent safety procedures include keeping all people except those working the ships clear of the loading ramps.

The MSC provides the sealift to deploy and sustain military forces overseas as rapidly and for as long as operations require. It also provides underway replenishment ships to deliver supplies to Navy combat ships while on deployment.

Navy-owned ships such as *Comet* provide only part of the nation's sealift capability. The vast majority of ships are chartered by MSC, as was the *Cygnus*. A charter is similar to leasing. Most ships are chartered with crews from a private company for several years. When there is no cargo for MSC-chartered ships, they are placed in reduced operating status until their services are again required. This allows MSC to provide sealift capability at the lowest possible cost to taxpayers.

Roll-on/roll-off ships are invaluable because their unique capabilities allow them to load and unload much faster than conventional freighters. They spend more than 70 percent of their time at sea, carrying containers, rolling stock and other bulk cargo, including the automobiles of DoD military and civilian people transferred to and from the United States.

*Comet*, a prototype ro/ro, was built 25 years ago to combined specifications developed by MSC, Army transportation specialists, the Naval Sea Systems Command and civilian maritime experts. There are 21 ro/ro ships operating under the U.S. flag. The Navy owns or charters five of them, and three are included in the Maritime Administration's Reserve Fleet.

Conventional ships take about four days to load and four days to unload, compared with two days for ro/ros with similar cargo. Ro/ros can load or unload a full cargo in a matter of hours in an emergency. In such an emergency, MSC-controlled ships would deliver most of the cargo required to reinforce U.S. Army divisions stationed worldwide and 40 overseas allies, including the

15 NATO members. MSC ships also would sealift to the vicinity of possible future combat areas worldwide any of the 11 active and eight Army Reserve divisions (and their equipment) now stationed in the United States.

In Reforger, *Comet* unloaded at Ghent, Belgium, on Sept. 7; *Cygnus* unloaded in Antwerp the same day. The *Callaghan* unloaded its rolling equipment in Amsterdam also on Sept. 7. *Callaghan* sailed independently of the other two ships.

During the Atlantic transit, command of the *Comet-Cygnus* convoy shifted daily from one ship to the other. Convoy commodores and their active-duty reserve staffs in each ship thereby gained valuable experience in vital wartime tactics. Each ship had a Naval Reserve team aboard made up of two officers and four petty officers to aid the convoy commodores. During the second phase of convoy operations, the convoy's screen was made up of Navy warships, including the aircraft carrier USS *America* (CV 66), the guided missile cruiser USS *Belknap* (CG 26) and their escorts. An amphibious task force of 18 ships, including the amphibious command ship USS *Mount Whitney* (LCC 20), the amphibious assault ship USS *Nassau* (LHA 4), helicopter carriers *Inchon* (LPH 12), *Guadalcanal* (LPH 7) and GTS *Callaghan*, joined the two MSC ships on Sunday, Sept. 5 for Exercise Short Engagement. In this third phase, the ships practiced convoy command, control, communications and maneuvering until a gale accompanied by 20-foot high seas intervened.

Rear Admiral William A. Kearnes Jr., aboard *Mount Whitney*, commanded the amphibious task force. In command of the convoy was retired Navy Captain Patrick S. Dowling, who was recalled to active duty to take part in the exercise. Dowling is a former submarine and service squadron commander. Another retired Navy captain, Kenneth J. Austin, was aboard *Cygnus*, sharing the convoy commodore duties.

Military Sealift Command had selected one of its most professional officers to command *Comet*—Captain Edward A. Lanni—an experienced ro/ro skipper. Stocky, with crow's feet crinkling the corners of his eyes, Lanni has been at sea



Hours before sailing for Belgium on Aug. 21, *Comet* loads cargo for the U.S. Army's First Infantry Division (Mechanized), the Big Red One.



since he was age 14. He was master of *Comet* during its first Reforger participation. For this exercise, he was reassigned from the cargo ship USNS *Marshfield* (T-AK 282), on which he had been master for the past five years.

At Beaumont, Lanni had paced the port wing of the bridge, walkie-talkie in hand, peering anxiously at the long line of Army trucks rolling toward *Comet's* stern ramp. His chief officer, actually first mate, Ray Marquardt, with fewer years on earth than his captain had at sea, reported aboard only a few days before sailing. The original chief officer had been beached because of a broken ankle. Cargo is a first mate's major responsibility. To add to difficulties, *Comet's* radio officer also was sick and couldn't meet the sailing date. The captain knew another radio officer would have to arrive from MSC Atlantic headquarters in Bayonne, N.J., before *Comet* could sail.

Because of past service aboard, Lanni knew every rivet on the ship. He sailed aboard as first mate for three years and spent another three as master. He knew the ship's capabilities and limitations.

Sergeant Major Richard W. Johnson, the senior Army representative aboard, also watched the loading. He wondered how his small group of troops, called supercargoes, would react to the ship when it was at sea. Supercargoes check the vehicles during the trip to be sure they make the passage undamaged. Johnson watched a dockside crane swing aboard a big, white box the size of a large truck cargo trailer and lower it gently to the main deck on the portside. It was the living or personnel module that would be home for 18 days for five of Johnson's men—living quarters aboard *Comet* are limited.

Finally, *Comet* had loaded 319 of the Big Red One's wheeled and 10 of its tracked vehicles. On deck the crew secured the last of 147 conex boxes, or sealed cargo boxes, to come aboard. Nearby, *Cygnus*, skippered by Captain James Halford, had loaded 301 wheeled and 22 tracked vehicles, 15 military vans and 170 conex boxes. In Savannah, *Callaghan*, under Captain John Codispoti's command, took aboard 219 wheeled vehicles and 82 conex boxes.

*Comet's* radio officer's replacement, William Royds, arrived at almost the last minute.

He'd been aboard USNS *Northern Light* (T-AK 284) at Bayonne getting ready to sail for Greenland.

Tugs had nudged *Comet* into the Neches River, and, with *Cygnus* astern, it was under way at 7:13 a.m., headed for the Gulf of Mexico. Dowling, as the senior officer, controlled *Comet* and *Cygnus*; he would swap command each morning with Austin aboard *Cygnus*.

When the overall 21-ship task force formed, it would steam in 10-square mile sections, covering an area of about 160- by-90-nautical miles.

Once at sea, the reservists aboard *Comet* communicated with *Cygnus* and other ships by signal flags and lamps; radio silence was observed. In their spare time, reservists helped train *Comet's* crew in use of the signal light.

*Comet's* crew of 60, including 18 officers, make up the deck, engine and steward divisions. They range in age from 20 to 62 and in experience from first-time sailors like Ordinary Seaman Theodore Kucharski to Lanni and his peers, each with more than 40 years at sea.

Crew members stand two four-hour steaming watches daily, four hours on, eight hours off. There's a deck officer on the bridge each watch, an able-bodied seaman at the helm and another as lookout, along with an ordinary seaman, who serves as messenger and jack-of-all-trades. Eight AB maintenancemen work 8 a.m. to 5 p.m. daily on the deck. Below, in the engine room, one of two third assistant engineers, or the second engineer, is on each watch, assisted by a fireman and an oiler.

The steward department works eight-hour shifts; about 20 percent of the ship's complement take care of the dining and housekeeping needs. There's no such thing as a 40-hour week aboard *Comet*. If men are not assigned watches on the bridge or as lookout, they accomplish whatever ship's work is required. Most like being able to work as much overtime as they can, whatever the task.

As *Comet*, whose normal speed is 16 knots, steamed at 11 to 13 knots in convoy

through the Gulf, around Florida, toward Bermuda and out into the Atlantic, one could easily understand the lure of the sea. Air and water temperatures were in the 80s, and if the humidity seemed oppressive at times, a breeze across the deck helped keep things cool. The seas were smooth.



*Big Red One vehicles roll off Comet in Ghent, Belgium, Sept. 7 and on to NATO's annual Autumn Forge maneuvers.*



This, however, was not a ship in a TV series. The characteristically drab Navy gray was being accented with black paint by seamen throughout the ship. Not a rust spot or potential rust spot escaped the notice of the captain. Some ladders and overhead beams were coated with zinc chromite, and

a combat artist aboard for the passage painted *Comet's* colorful international radio call sign—NJZP—and the hull number T-AKR 7 on the port and starboard smokestacks. Lanni was delighted; *Comet* is one of the best operating ships in the MSC fleet.

Johnson was worried that the heat in the

holds—90 to 110 degrees—was causing problems. His men found “lots of dead batteries” during their preventive maintenance inspections. “We’ll have to jump start them on arrival,” he said.

About halfway to Ghent, at 10 p.m. on the 27th, at the beginning of the second





convoy phase, *Comet*'s lookouts spotted what turned out to be U.S. and British destroyers and a frigate, part of the escort and screen for USS *America*. Radio silence was maintained, and the ships exchanged messages by signal light. Lookouts again saw the carrier on the horizon at dawn the next day, and it came close enough to exchange signals. Several of its helicopters flew by, and jets made the first of several daily passes. Several hours later, a

*Spruance*-class destroyer took up station parallel to *Comet*'s course about five miles away.

On Sept. 2, a Russian *Bear* aircraft made the first of several overflights which continued during the next few days, with U.S. Navy jet escorts on each wing. That same day, a helicopter from USS *Nassau* arrived, and a sack of messages and instructions for "Operation Short Engagement" was delivered aboard. Lanni and the convoy team reviewed the material on the bridge.

During Operation Short Engagement, the ships maintained convoy-type intervals. They would practice closed-circuit voice communications and pass signals; *America* and *Belknap* and their escorts, then only a

few miles distant, would screen the convoy. The exercise would end at 8 a.m. the next day, Monday, Sept. 6, and the amphibious task force would head for Scotland.

*Comet* and *Cygnus* were released from the convoy by the Flag Officer Plymouth, United Kingdom, whose representative was scheduled to arrive by helicopter.

Early one morning, a Russian ocean-going tug took up station astern *Comet*, and the ro/ro came alive with people watching through binoculars. The tug trailed for several days and, as the enlarged convoy began to form, finally took the hint to leave, given by several screening destroyers.

Skies were overcast by the afternoon of Sept. 4, the barometer fell, and seas were

*The MSC-chartered MV Cygnus and Comet are "reviewed" by a Russian aircraft as the ships steam toward Belgium.*





more than 6 feet. About noon the next day, with the convoy in formation, including the *Callaghan*—which had temporarily joined the group—the wind was hitting 20 knots and the barometer continued to fall. Soon, the wind was up to 30 knots, frequently gusting to 40; waves were more than 20 feet. Immediately astern of *Comet*, USS *Sumter* (LST 1181) plunged through the waves, its bow going under at times. After frequent heavy rolls, *Sumter* was allowed to change station and leave the formation to weather the storm.

*Comet*, too, pitched and rolled 15 to 20 degrees. To those on the signal bridge looking aft through the spray and haze, the ships seemed smaller than usual and low in the water. In the crew's mess that night, sailors watched the movie, "Hurricane."

By Labor Day, both bad weather and the amphibious task force were gone; the exercise was over. At 9 a.m., a Royal Navy helicopter brought Lieutenant Commander Geoffrey Harrison aboard for an hour's stay to provide sailing information for the run up the English Channel to Ghent.

That afternoon, *Comet* made top speed through the channel to the North Sea and the mouth of Belgium's Westerschelde River. Two pilots came aboard the next morning, just as a control tower at Vlissingen was visible through the morning mist. They guided two tugs to positions at *Comet*'s bow and stern to take the ship to a canal lock at Terneuzen, where troops from the Big Red One waited to board. *Cygnus* continued up the Westerschelde to Antwerp.

Near Ghent, winches whined for the first time since *Comet* left Beaumont as deckhands positioned cargo booms and lines preparatory to unloading. The tugs eased *Comet* into the lock at about 10:30 a.m. About a dozen soldiers waited ashore. Once the ship was secure, a ladder was put over the side, and the Army contingent clambered aboard. They reviewed unloading plans and began inspecting the vehicles. A group of stevedores came aboard and worked with the deck force, loosening lashings on the conex boxes and flatbed trucks on the main deck.

*Comet* and the tugs continued up the canal and then eased into a temporary berth at the dock at about 2:30 p.m. Within hours, doors at *Comet*'s stern slowly open, and its stern ramp clanged onto the pier.



Combat artist Mike Leahy at work under way on *Comet*. Leahy is deputy director of the Legislative and Information Office, Naval Air Systems Command. A retired Marine Corps lieutenant colonel and aviator, Leahy earned a Bronze Star during one of his two tours in Vietnam as a combat artist.

boxes and flatbed trucks from the main deck onto railroad flat cars.

Later, the dock crane lifted a ramp off the deck and *Comet*'s huge starboard cargo doors were opened amidships. More vehicles soon rolled off. In about eight hours, all the wheeled trucks, vans and tracked vehicles had been driven off the ship to nearby staging areas; the conex boxes had been lifted onto rail cars. Last off was the white trailer-like box that had been home aboard *Comet* for the five soldiers.

U.S. military police were poised to direct traffic, and Belgium police were on hand as well. Many of the Army people present at Ghent had helped load *Comet* about three weeks earlier in Beaumont.

A starter motor whirled, an engine coughed, revved and roared to life, and a brake was released. An MP waved, and the last Big Red One truck to roll onto the *Comet* Aug. 19 was the first to roll off in Europe. Vehicle after vehicle was driven off under the supervision of Army people, the ship's master and his first mate. A large dockside crane began lifting conex

In about 10 hours, the first phase of Reforger/Crested Cap '82 had ended for MSC's *Comet* and its civilian sailors. Large overhead lights bathed the dock in a yellow-orange glow. At the gangway was posted the information that *Comet* would sail for Bremerhaven soon.

The ship was quiet for the first time in 21 days, most of its crew relaxing in town a few miles away. In a few weeks, *Comet* would call again to load the vehicles and cargo boxes for the return run to Texas and the conclusion of MSC's participation in this, the 14th "return of forces to Germany." Reforger had gone off without a hitch.





# A High Value on Education

For a small ship, USS *Reclaimer* (ARS 42) does education in a big way.

*Reclaimer* may have the highest college course-to-student ratio in the Navy, with five courses from Chapman College currently aboard the ship with an authorized crew of about 100. During a seven-month Western Pacific deployment, the ship offered 27 semester hours of college work for the crew.

Crew members, including the captain, Commander Richard Owens, took the courses under the Navy Program for Afloat College Education, which offers college level courses at sea while a ship is deployed. Chapman College of Orange, Calif., holds the PACE contract for the Pacific Fleet and deploys civilian instructors—who hold a minimum of a master's degree in the sub-

ject area to be taught and have a year of teaching experience at the college level. Instructors go wherever the ship goes, scheduling classes around the daily routine of shipboard life. Classes are held only after normal working hours.

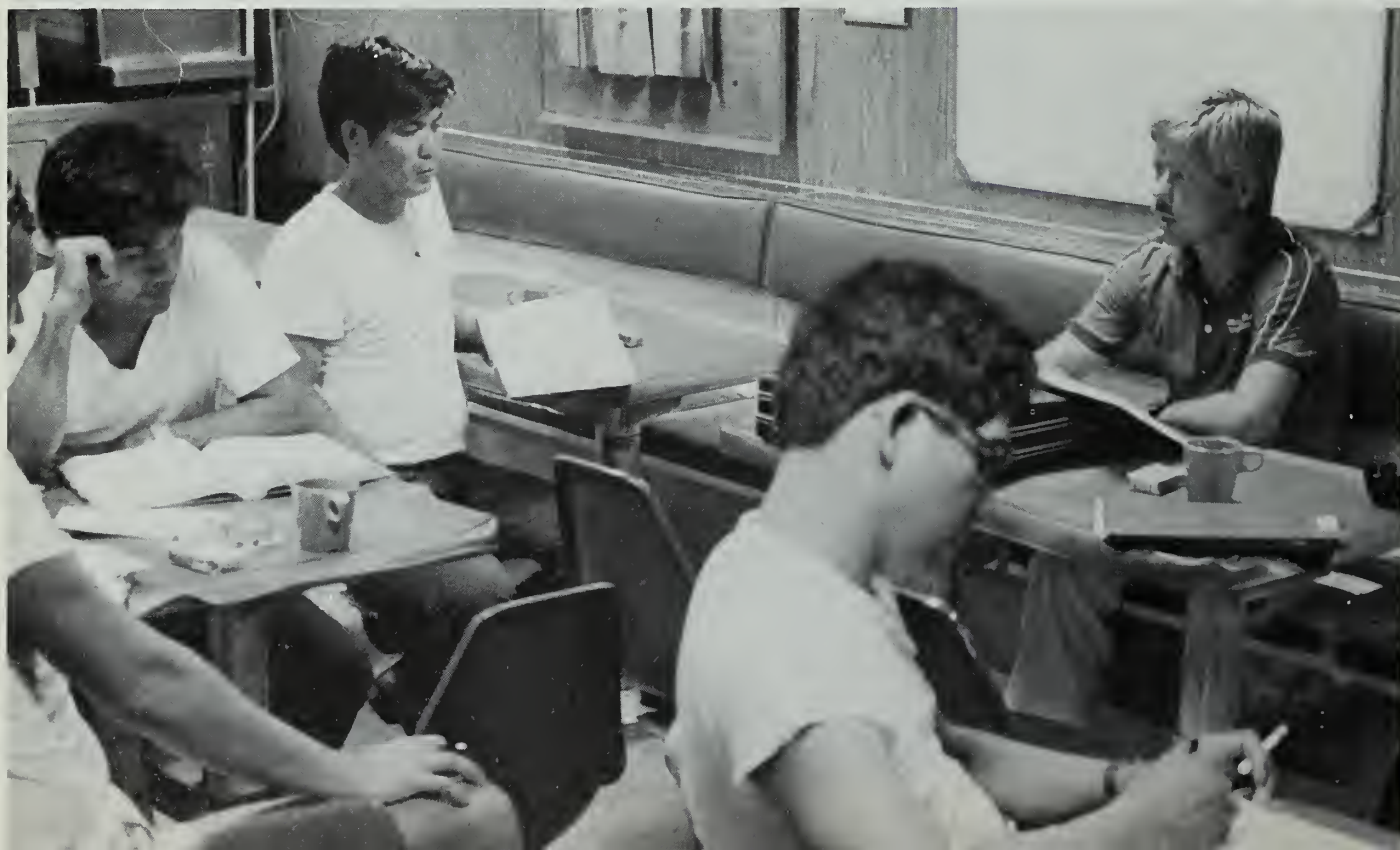
Many Pacific Fleet ships take advantage of the PACE program, but possibly none to the extent *Reclaimer* does.

"I place a high value on education," said Owens, who earned 12 semester hours of credit on the cruise. "Education has a broadening effect on a person. No matter what the subject area, any course can aid the individual in gaining a greater understanding of the world in which he lives and his relationship to it. Combined with the travel inherent in deployment, this is a once-in-a-lifetime opportunity for the men

to explore new ways of looking at things and apply that information to areas of the world new to them."

PACE instructor Jim Car, who taught psychology courses aboard the rescue and salvage ship, said, "The most important element in teaching aboard ship is flexibility. My students may go out and fight a simulated battle during general quarters before class, then dive off the ship to salvage a sunken vessel after class. During class time, I attempt to make the course as close as possible to shore-based education, except that it is taught on a floating classroom.

"But the students may be called on for emergency or routine operations at any time of the day, including my class time, so I attempt to work around the schedule of the ship in class planning."





# Education Goals for '83

John Ball, the mathematics instructor, said the challenges of shipboard teaching demand versatility unheard of in shore-based teaching. "All of my students work a full 60-hour-plus week, as well as standing regular watches on the ship. And an emergency involving one of the students can come up at any time, so I try to make the course material as flexible as possible. I schedule several classes a day, so students can attend at any of the scheduled times and so I can meet individually with the students when they need extra help with their assignments. Of course, any time I'm on the ship, I'm available for consultation with the students."

During the 37-year-old ship's cruise, four courses were offered in psychology, plus three sociology courses and the two math courses.

"I'm not sure if we have the greatest participation rate in the (PACE) program in the Pacific," said Lieutenant John Davis, the ship's educational services officer, "but I wouldn't be surprised. The captain and the executive officer have been very supportive of the program and have done everything possible to encourage the students to take the courses. If someone were to have taken all the courses offered on the cruise, he could come back from the deployment with a suntan, a shellback card and sophomore standing in college." Davis does more than encourage the crew to sign up for the courses—he is a student himself.

Lieutenant Chris Murray, *Reclaimer's* executive officer, supports the program as well. "PACE courses offer the sailors an opportunity to fill their free time with something constructive they can use in later life, as well as aid them in their Navy careers. Many of the courses work directly into naval objectives—math skills that are needed by the engineers, and sociology and psychology courses that help the individuals understand themselves and others better, which is important on any Navy ship.

"The courses also offer a diversion from the routine of deployment, and an alternative to SITE television or the nightly movie. The students can better themselves at a bargain price."

*Reclaimer's* ranking student summed it

Navy Campus. Isn't that an insider's term for the Naval Academy? Or is that what college students call the locale of the NROTC unit?

It's neither.

Navy Campus is the name applied collectively to the service's voluntary education programs. Seven programs come under Navy Campus.

- **On-Base Navy Campus Program.** Offerings range from high school studies through college degree programs. Provided by civilian colleges and universities, courses are offered primarily for people living on base and their adult dependents. If facilities allow and if there is no conflict with state law or regulations, retirees, reservists, base employees and members of the civilian community may participate. The program also includes non-credit courses organized by commands to meet the special needs of people assigned to a base and their families.

- **Program for Afloat College Education.** Through PACE, the Navy contracts with two- and four-year colleges to provide technical and academic courses to people assigned to ships.

- **Tuition Assistance Program.** The Navy helps active duty members continue their education through a financial support system. Currently, the Navy pays 90 percent of the tuition and the student pays the remaining 10 percent for members in paygrades E-5 through E-9 who have less than 14 years in the service. For everyone else, the Navy pays 75 percent and the student pays 25 percent.

- **Navy Campus High School Completion.** This program, through which courses must be taken during off-duty time, enables people to earn a high school diploma or equivalent credential.

- **Instructor Service Program.** The

commander of an activity or unit may request non-credit courses to meet unique educational or training requirements which are not available through other Navy training activities.

- **Navy Apprenticeship Program.** Provided in cooperation with the Labor Department's Bureau of Apprenticeship and Training, this program enables a person to be registered in and complete an apprenticeship in a civilian trade.

- **Functional Skills Program.** In the civilian world, this program would be considered part of the "back to basics" emphasis on certain skills. A fully funded, on-duty program, its courses are intended to improve individual competency in reading, mathematics, English composition and grammar, and other fundamental skills. Accredited civilian institutions, under contract with the Chief of Naval Education and Training, provide instruction to ashore and afloat commands on request of the commanding officer.

Navy Campus reflects the nature of adult education today in the United States. According to OPNAVINST 1500.45B of Aug. 6, 1982, which describes Navy Campus, "Part-time enrollment is increasingly characteristic of adults in American society, and the participation of naval personnel in Navy Campus programs reflects this development."

There are many reasons for pursuing education—advancement in rank or rate, personal satisfaction and curiosity, for example—and there are many ways of getting that education.

Navy Campus is one-way.

The Navy encourages its people to participate in Navy Campus, because they increase their ability to contribute to the service. Education is good for the Navy. It's also good for you.

up. "We don't intend to reduce the men's exposure to education just because the deployment ends, either," said Owens. "There are several schools, including Chapman College, which offer courses in port in Pearl Harbor (Hawaii, where the ship is

homeported). I hope to encourage the crew to keep after their education. It's the best investment there is."

—Story by Lt. John Ball

—Photo by PH3 Greg Henry  
USS *Reclaimer* (ARS 42)

*PACE instructor Jim Car (left) goes through lessons with USS Reclaimer (ARS 42) sailors.*

# The Navy's Deepest Divers

Tropical fish, crystal bubbles floating past undersea plants, crustaceans glowing in the cold, cavernous blackness of the ocean floor—forget these and other images when you consider Navy saturation diving. That wet, undersea world bears little resemblance to the dry and scientifically controlled existence of Navy saturation divers.

In the saturation process, the diver goes “down” in a chamber by experiencing greater and greater pressure until atmospheric conditions match those found at various depths under the ocean. The process is called saturation because the inert gas (helium) the diver breathes is absorbed in the body tissue to the saturation point. Because of the increased pressure, the gas is not expelled as it would be under normal conditions.

To function effectively at great underwater depths, it is imperative that both man and equipment withstand intense pressure. Simulated saturation dives are used to evaluate the body’s reaction to various degrees of pressure; this testing can be either wet or dry.

“That’s a hard thing for most people to understand,” said Lieutenant Commander J.T. Harrison, training program coordinator for all Navy diving schools and who is assigned to Chief of Naval Technical Training at Memphis, Tenn. “But it’s not surprising that saturation diving is not widely understood. This kind of diving is still in its infancy. It became a useable method of diving only in the ’60s and ’70s, compared to surface-supplied diving, the method used to recover the ill-fated USS *Squalus* (SS 192) off Portsmouth, N.H., back in 1939.”

Really deep diving was revolutionized with the development of the Personnel Trans-







*A diver in MK-12 gear (far left) operates an underwater welding machine in the Navy's Ocean Simulation Facility (bottom left) where saturation test dives are performed. Another diver (top left) makes a short-term dive in the OSF's testing pool while dive tenders assist another out of the wet chamber (below). Photos by Bernie Campoli, Naval Coastal Systems Center.*



fer Capsule, a spherical pressure chamber connected to a mother ship by umbilical lines. That vehicle can carry divers to any required underwater depth. Before the PTC, divers were limited to depths of 300 feet or less.

"That's open ocean diving," explained Harrison. "It's not feasible to put a man down any deeper."

Since the PTC lowers the divers to the desired depth, danger—at least from the water itself—is decreased. Atmospheric pressure multiplied many times causes the body to absorb inert gases and poses the greatest physical threat to the diver.

This is why the Navy conducts extensive investigation in the diving field—to understand the effects of underwater conditions on the body. The Navy Experimental Diving Unit at Panama City, Fla., is the headquarters for surface and saturation diving. Both types of diving are used in ship salvage and underwater repairs; however, saturation divers work at much greater depths. Research for both is carried on at NEDU's Ocean Simulation Facility where dives test human capabilities "underwater" and develop criteria for diving equipment. No Navy diver can use any



piece of diving gear until it has been reviewed by NEDU.

A boon to meaningful and safe diving experimentation, OSF can duplicate underwater conditions (wet and dry) without the dangers of ocean testing. "Everything is tried here first," Harrison said.

The facility is made up of five compartments: four living spaces with bunks, heads and storage areas, and a linkup room leading to the wet chamber—a 55,000 gallon tank used for in-water testing.

Although the saturation complex can simulate an ocean depth to 2,250 feet, the world record for dry diving with in-water experimentation at this time is 1,800 feet. It was set by Navy divers at Panama City in November 1979. Harrison was the dive coordinator for "Deep Dive '79" and was responsible for the six divers who lived entirely within the simulated environment during the 37-day dive period.

To reach that depth, the OSF was gradually compressed atmospherically, simulating the pressure increases of the actual ocean. It took three days for the OSF to reach 1,800 feet—divers needed to adjust to atmospheric changes. "At that depth," Harrison said, "the pressure on

the body is tremendous—about 55 times greater than on the surface. The pressure on the body is over 800 pounds per square inch. It's hard on the lungs—just breathing is an exertion."

During the dive, the divers had specific tasks, the primary one being to "suit up" and make daily dives in the wet chamber. The water in the wet chamber had also been compressed to 1,800 feet below sea level, so all the elements of the OSF had matching simulated conditions. Inside the wet chamber, the divers spent up to nine hours a day carrying out exercises such as communication and motor skills.

"That part of our dive was the most significant," Harrison said. "We set the record because our dive included actual in-water testing." He explained that other dry dives had attained greater depth, but without the water factor. "After all, performing useful underwater work is the purpose for achieving those great depths."

In spite of its challenges, the saturation diving field is undermanned. "One reason is, it takes so long to become qualified," Harrison explained. "A person must go from being a qualified scuba diver all the way through to first class diver status just

to be able to apply for saturation diver training." Additionally, because the work is technical in nature, a mechanical background is preferred—although a person in almost any rating may apply.

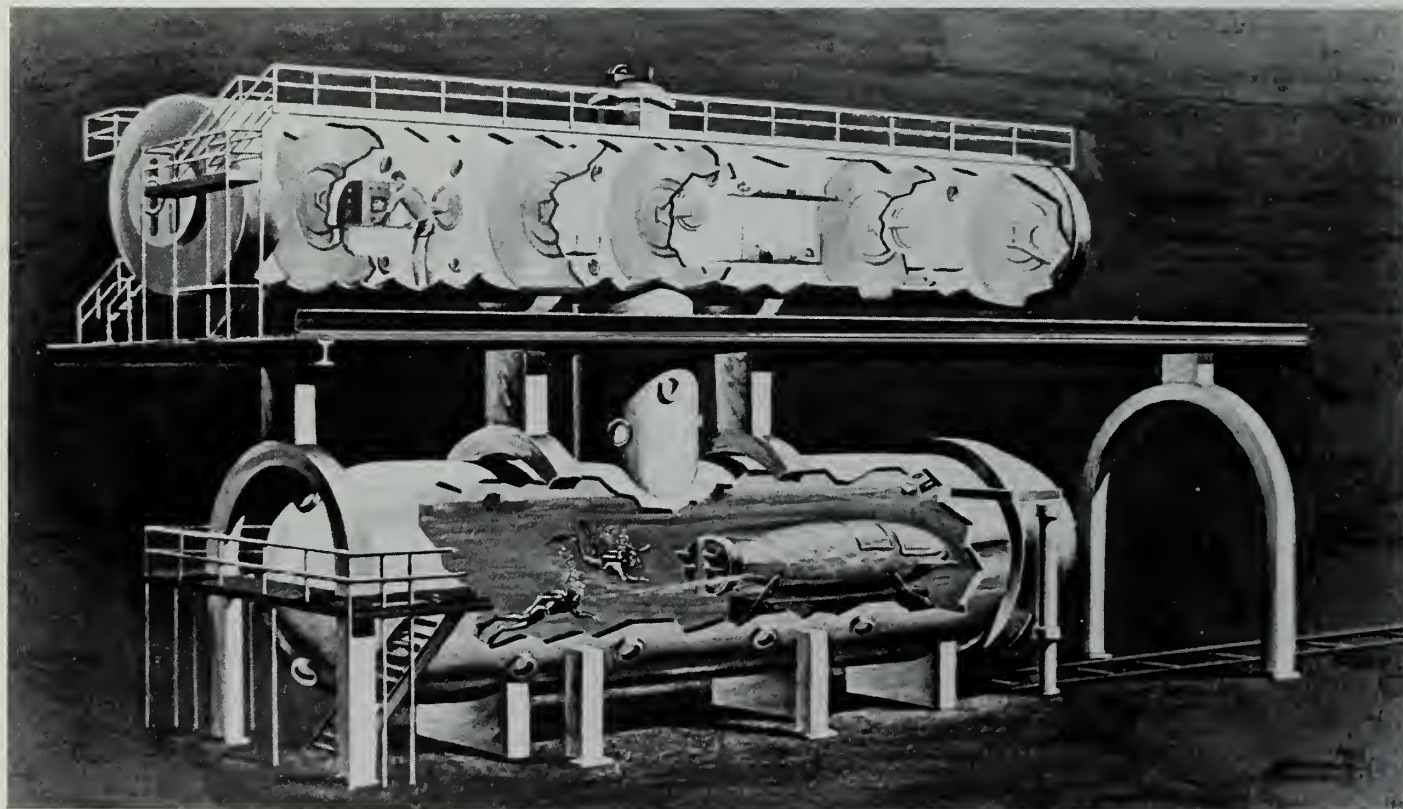
Harrison described saturation diving as constructive because it deals with salvage and repair. "The appeal of Navy diving in general," he said, "is that people who like to dive can do so while performing a job for the fleet. To be a saturation diver gives additional satisfaction—there are greater odds to overcome to get the job done." Harrison invited would-be divers to consider the challenges of this rigorous field and to become explorers in the relatively new world of deep diving.

"There are still deeper depths to go to," he said. "The limit is still unknown."

—Story by JO1 Melanie Morrell

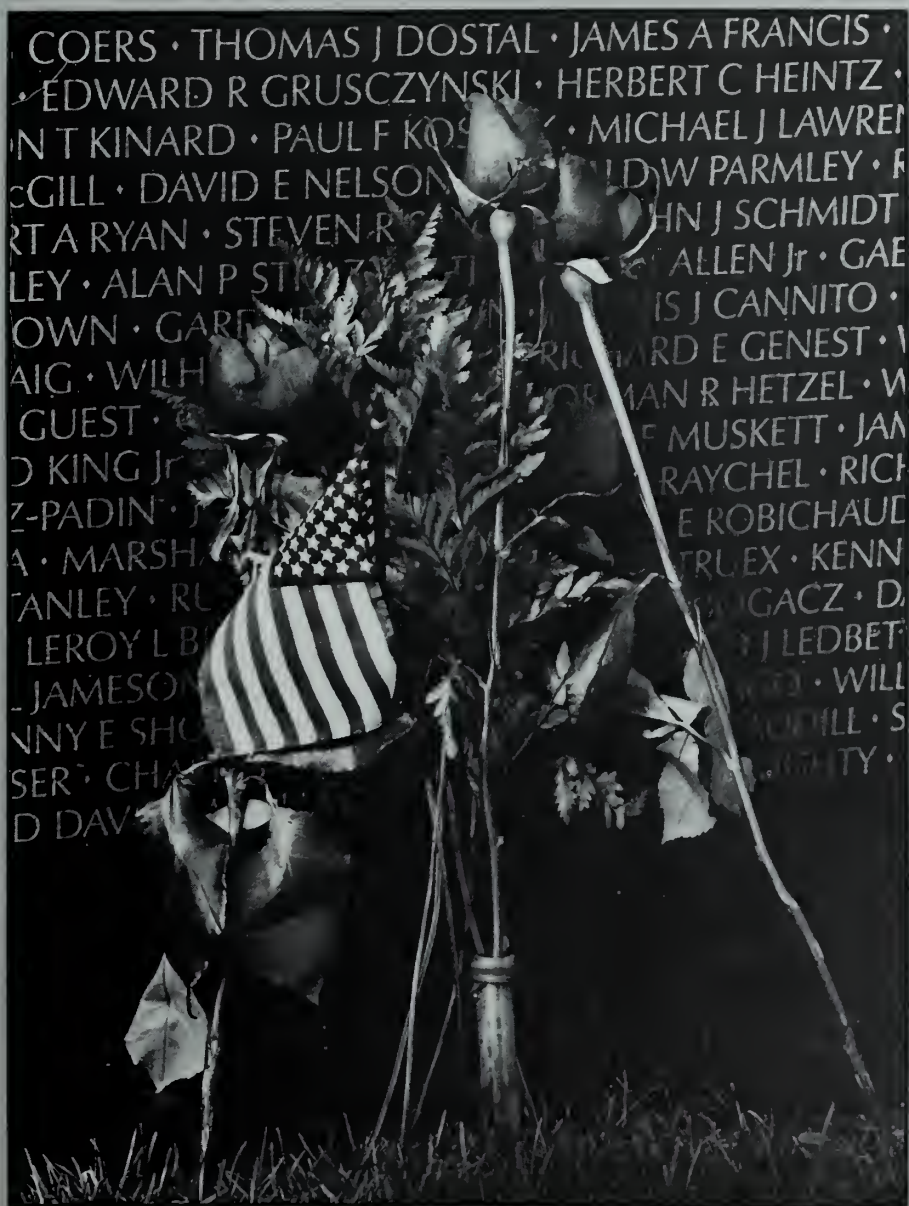
—Photos by Bernie Campoli  
CNTECTRA, NAS Memphis

*An artist's illustration of the OSF shows the divers' living quarters and the simulated ocean environment.*





# Lest We Forget



They came from the mainstream of our nation's youth; different kinds of veterans to fight a different kind of war. In the minds of most Americans, the war of nearly a decade ago represents a fading saga in our nation's history. Yet, for many of the 2.6 million Americans involved in Vietnam, the final chapter is only now being written.

The final chapter began this past November in Washington, D.C., with a long overdue national salute to Vietnam veterans. The tribute opened with a three-day candlelight vigil at the National Cathedral. There, individual recognition was given by a reading of the names of those 57,939 Americans who made the ultimate sacrifice in Vietnam.

The highlight of the five-day tribute was the dedication of the Vietnam Veterans Memorial, whose "V"-shaped black granite wall is inscribed with the names of men and women who died or are listed as missing-in-action in Vietnam.

On Nov. 13, 1982, in a great emotional outpouring, veterans, relatives and friends gathered at the memorial. There, they shared grief, honor and memories of the previously unrecognized Americans. Through their actions, people from all walks of life, from all over the United States, joined to recognize and acknowledge the sacrifices made by the Vietnam veteran.

—By PH2 Robert K. Hamilton















"For without belittling the courage with which men have died, we should not forget those acts of courage with which men... have lived. The courage of life is often a less dramatic spectacle than the courage of a final moment; but it is no less a magnificent mixture of triumph and tragedy. A man does what he must—in spite of personal consequences, in spite of obstacles and dangers and pressures—and that is the basis of all human morality."

President John F. Kennedy, *Profiles in Courage* (1956)





# Bearings



**Working together.** Commander Jack R. Smith, assigned to the Venezuelan Navy in Puerto Cabello as part of the Personnel Exchange Program, was recently frocked to that rank at the request of Rear Admiral Haroldo Rodriguez Figueroa, Venezuelan Fleet Commander. Rear Adm. Rodriguez and Commander Raul Vazquez, Chief of the Navy Section, U.S. Military Group Venezuela, presented the shoulder boards. Following the ceremony, a luncheon, hosted by the Venezuelan Navy, was held in the Officers' Club at the naval base. (L-R) Rear Adm. Carlos Luengo, Commandant Venezuelan Coast Guard; Cmdr. Raul Vazquez, U.S. MilGrp Venezuela; Rear Adm. Haroldo Rodriguez, Venezuelan Fleet Commander; Cmdr. Jack R. Smith; Rear Adm. Cipriano Salazar, Naval Base Commander, Puerto Cabello.



**Chilean Navy Mariner Second Miguel Henriquez Avalos** recently was awarded the U.S. Navy Commendation Medal for saving the life of a U.S. Navy sailor with the UNITAS XXII task force. The American sailor had fallen into the 38-degree water of Punta Arenas, Chile. Avalos immediately jumped into the water and kept the unconscious sailor above the surface until others arrived on the scene to help him. Rear Admiral James S. Elfelt, Commander South Atlantic Force, U.S. Atlantic Force, said, "I think that if any act deserves such recognition, this man's bravery certainly does."

*Photo by JO1 Gary Miller*

## Brown Honored

The Armed Services Department of the YMCA selected Captain Thomas W. Brown, commanding officer Naval Air Station, Key West, Fla., as its 1981 National Military Volunteer Leader of the Year. The selection was based on Brown's work to improve the quality of life for Navy people at NAS Key West, particularly junior enlisted people and their families.



**Pride in the Navy Day.** Rabbi Samuel Sobel, a retired Navy chaplain, conducts the final service at the "1982 Jewish Community Pride in the Navy Day," co-sponsored recently by the Jewish congregation at the Commodore Levy Chapel, Naval Station, Norfolk, Va., and the United Jewish Federation of Tidewater. The day-long event was dedicated to a celebration of the pride Jewish sailors take in their dual heritage of faith and country. USS *John F. Kennedy* (CV 67) supported the celebration by conducting special tours aboard ship throughout the day.



## Excel

Count 'em. There were 152 days between April 1 and Aug. 31 last year (as in all years) and the ocean minesweeper USS *Excel* (MSO 439) was at sea for 78 of them. That amounts to a 51.3 percent under way schedule. Whoever said Naval Reserve

Force ships primarily stay in port and if they venture out at all, it's only on weekends?

The 29-year-old *Excel* is a mainstay of the mine countermeasures force in the Pacific under the total-force concept. The minesweeper is required to maintain total proficiency in mine countermeasures and to train naval reservists as well.



Currently operating out of Treasure Island in San Francisco, *Excel* spends most of its time at sea with only its nucleus crew aboard. Its commanding officer, Lieutenant Commander John J. Bepko III, said, "I have one operations specialist, one quartermaster and two radiomen aboard, and just about one of everything else. We still have to maintain our communications guard and all the stations and watches; we're always on port and starboard."

"When I took command, I had no inkling of the heavy operations schedule that we would have. Then, I had the preconceived notion that *Excel* would be in port most of the time training reservists."

The 665-ton, 172-foot long minesweeper has a normal fleet complement of about 76 people. Built in New Orleans, it was commissioned in February 1955 and was homeported at Long Beach, Calif., until 1972 when it transferred to Treasure Island.

During the Vietnam War, *Excel* was assigned to the coastal surveillance force in Operation Market Time. Its duties included acting as gunboat, a search and seizure vessel, and taking part in search and rescue missions.

*Excel* is one of nine Pacific Fleet MSO-type combatants assigned to the Naval Reserve Force.

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## USNS *Neptune* Returns

The Military Sealift Command added a "new" cable-laying and repair ship to its fleet recently even though the vessel is 37 years old.

Built in 1945, USNS *Neptune* has spent the last 2½ years at a shipyard in Quincy, Mass., undergoing a major \$42.5 million overhaul.

The 8,625 long-ton vessel was refitted with new diesels, electronic gear and cable machinery. Additionally, *Neptune's* accommodations were reconstructed, and the ship's superstructure replaced.

*Neptune* is assigned to MSC Atlantic Area Command in Bayonne, N.J., and operates worldwide under the sponsorship of the Naval Electronic Systems Command.

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## READEX '82

Attack Squadron 93, embarked aboard USS *Midway* (CV 41), recently participated in READEX '82, a major naval exercise conducted in the western Pacific Ocean. The exercise gave the Ravens of VA-93 a rare opportunity to operate with three independent carrier battle groups functioning under a unified command at sea. The squadron flies A-7E *Corsair* IIs.

During the first phase of READEX '82, USS *Midway* steamed south for a rendezvous with USS *Constellation* (CV 64) near Iwo Jima. The joint battle group then sought

out USS *Ranger* (CV 61) and its escort ships, completing a high speed ocean transit from Pearl Harbor, Hawaii. In simulation, Raven pilots planned and led long-range strikes against the opposing *Ranger* force.

The second phase combined the three carrier battle groups into a single combat unit. The squadron flew multiple day and night sorties in support of an around-the-clock aerial umbrella of interceptors and bombers.

READEX '82 provided a meaningful and challenging arena in which VA-93 could perform its primary mission of light attack power projection.

# Bearings

## Experimental Aircraft Tested



Riddle: When is an airplane like a helicopter? Answer: When it's the XV-15. The XV-15 is an experimental tilt rotor aircraft that looks and flies like an airplane but takes off and lands vertically like a helicopter.

The XV-15, under consideration for use by the military, was tested aboard USS *Tripoli* (LPH 10) in August. Flight demonstrations then were conducted at Naval Air Station North Island, San Diego.

According to Lieutenant Commander John Ball, the purpose of the tests aboard *Tripoli* was to help the Navy evaluate the feasibility of using an aircraft like the XV-15 aboard ship. Ball, stationed at Naval Air Test Center, Patuxent River, Md., piloted

*The XV-15 during flight demonstrations at NAS North Island.*

the XV-15 during the test flights. "Any helicopter pilot should have no trouble flying it," he said. "It's a very smooth aircraft."

It takes only 12 seconds to swivel the wingtip-mounted engines and rotors from one position to another—either for vertical takeoff or landing, or for flying like a conventional fixed-wing airplane. "It's just a flick of a switch," Ball said.

The XV-15 is only a prototype now, and only two of the craft have been built to date. If a tilt rotor aircraft were to be adopted by the military, its version would be considerably larger than the XV-15.

*Photo by PH3 Barry Flood*

## Continuing Goodwill

Although USS *Hector* (AR 7) returned from a WestPac deployment months ago, the ship's crew still continues its overseas goodwill mission in Western Samoa. While on a two-day port visit to the islands in June, *Hector's* commanding officer, Captain Howard Venezia, learned from a Western Samoan government official of a desperate need for books in the islands' public schools.

It wasn't long after *Hector's* return to its home port of Oakland, Calif., that the ship's chaplain, Lieutenant John Burd, began a search for text books. He struck a bonanza when he contacted the Castro Valley School District. The school district donated more than 22,000 books on a variety of subjects for grades one through 12. Volunteers from *Hector* packed the books, and the Asia Foundation, a non-profit organization, provided funds for shipment of the school books to the islands.

## Stan Nicholls Cited

Stan Nicholls, civilian manpower administrator for the Commander, Submarine Force, U.S. Pacific Fleet, has won the Navy Superior Civilian Service Award for outstanding professional achievement.

Nicholls, who works and lives in Pearl Harbor, Hawaii, received the Navy's second highest civilian award—a medal and a \$3,000 bonus—for his performance since November 1971 as force manpower resources officer. He works in the staff Personnel and Training Division.



Nicholls, a retired lieutenant commander and submariner with 30 years' service, administers the manpower requirements of 14,000 military and 1,300 civilian jobs in 62 command activities. He also is chief administrator for the force's Selected Reserve program and represents the force personnel and training officer in the administration of force civilian manpower.

The award for exceptional service credits Nicholls' vital contribution to the submarine force and its mission and praises his "assistance, knowledge and foresight."

The Navy Superior Civilian Service Award is one of three in the Navy Incentive Awards Program recognizing significant contributions by civilian employees.





**Admiral Sylvester R. Foley Jr., Commander in Chief, U.S. Pacific Fleet,** talks with flight deck crewmen on board the aircraft carrier *USS Midway* (CV 41). Adm. Foley, a former *Midway* CO, visited the carrier in September while it was conducting flight operations off the coast of Japan. His visit was part of a tour of naval units in the Western Pacific.

## Using Less, Saving More

For the second consecutive year, military and civilians at the Naval Education and Training Center, Newport, R.I., made the most of their energy conservation efforts during Energy Awareness Week, Oct. 25-31. They provided energy conservation information and training sessions, held an "Oil Embargo Day" that restricted the use of all NETC government vehicles from 8 a.m. to noon, except for emergencies, and prepared a special lunch menu of cold cuts, salads and other cold dishes.

NETC ended the week as host to the Aquidneck Island Energy Fair sponsored by the Governor's Energy Office, Providence Gas Company and the Newport Electric Corporation. The fair featured 60 displays designed to conserve energy.

Figures show that NETC is continuing its role as one of the Navy's energy reduction leaders. Compared with the energy baseline for fiscal year 1975, FY 82 energy consumption through last August has been reduced by 28.6 percent per square foot.

## Aries Takes Off

The all-weather hydrofoil *USS Aries* (PHM 5) joined the fleet Sept. 18 at Puget Sound Naval Shipyard, Bremerton, Wash. It is the fourth combatant hydrofoil to be commissioned and the third U.S. Navy ship to bear the name. The first *Aries* was a Civil War blockade runner, and the second was a World War II cargo ship.

Small and highly mobile, *Aries* is capable of speeds exceeding 40 knots. The ship's submerged hydrofoils permit operation in heavy seas with the same degree of stability usually found in larger ships.

Operated by four officers and 17 enlisted men, *Aries'* primary mission will be to patrol straits and exits through restricted waters, support task force operations and shadow potentially hostile forces. The hydrofoil is equipped with a 76mm fully automatic naval gun and eight *Harpoon* surface-to-surface cruise missiles.

The ship's propulsion plant consists of one 17,000 metric horsepower LM-2500 marine gas turbine coupled to a water jet propulsor for foilborne operations and two MTU V-8 diesel engines, each producing 818 metric horsepower. These are coupled

to two water jet propulsors for hullborne operations.

*Aries* left the Puget Sound area in November for its new home port in Key West, Fla., where it joined Patrol Combatant Missile (Hydrofoil) Squadron Two.



# Currents

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## *Equal opportunity program specialists needed*

The Navy Equal Opportunity Program, currently being expanded to better respond to needs and circumstances of local commands, will require quality, career-minded people in billets as equal opportunity program specialists. The EOPS will help commanding officers monitor and implement Navy equal opportunity efforts and will be assigned for one tour to a major staff or large command, afloat or ashore, and at overseas locations. Following that tour, the EOPS will return

to duties in their own rating specialty.

Qualifications for EOPS people may be found in the "Transfer Manual," Chapter 9.20. There are a wide variety of jobs available for people entering the program. For more information, contact your command career counselor or call NMPC's special programs detailer at Autovon 225-9316/225-2982 or commercial (202) 695-9316/695-2982.

## *Uniforms required for travel on military aircraft*

The Military Airlift Command has announced that MAC passenger agents will not process or board service members who are not in uniform. The policy applies to duty and leave passengers traveling on military and MAC-contracted (category B) civil aircraft departing from military airfields and commercial terminals. The only exceptions to the policy are in cases when civilian attire is required by the U.S. Air Force Foreign Clearance Guide or when travel orders authorize

civilian clothes. The policy may be waived only when a designated local representative of the traveler's service certifies that the service member is not in uniform "for reasons beyond his or her reasonable control." The MAC policy was established after recognizing that all services now have their own regulations requiring military members to travel in uniform in DoD-owned or -controlled aircraft.

## *Tax break offered on home sale gains*

Capital-gains tax on the profit from selling a home need not be paid by military people if they reinvest the money in another home of equal or greater expense within four years, according to Internal Revenue Service officials. Civilians have a two-year period to buy a new residence and defer, or "roll-over," the capital-gains tax.

Military members must remain on active duty during the four years to take advantage of the longer grace period. The house must actually be

used as the taxpayer's principal residence to qualify for the tax exclusion.

The profit from sale is not tax-exempt, but, under current law, the IRS will delay any action on the gain until after the allowed "roll-over" grace period.

Military people should consult local Internal Revenue Service officials or their local legal officer for more tax information.



## *Navy says, get fit, stay fit*

The Navy has established a new health and physical readiness program which will work through local commands in an effort to help Navy people improve their overall health.

The program will focus initially on physical fitness, weight control and nutrition. Each command will appoint a fitness coordinator to establish activities in these areas. Once these programs are organized, fitness coordinators will address other areas such as smoking, management of stress and hypertension, drug and alcohol abuse and accident prevention.

Eventually, Navy services and community health resources at the local and state levels will be incorporated into command programs. Emphasis on quality of life will provide members

with fitness goals, such as decreased weight and improved cardiovascular performance.

The program's theme, "fitness for life," emphasizes personal commitment and long-term goals. Having all members fit and functioning at their maximum potential enhances the Navy's combat readiness.

The Naval Military Personnel Command will provide technical assistance to commands to initiate and develop the program. Additional information is contained in OPNAV Instruction 6110.1B. Questions concerning the program should be addressed to the special assistant for health and physical readiness, Naval Military Personnel Command (NMPC-6H), Autovon 224-5742 or commercial (202) 694-5742.

## *Destroyer class named after living naval hero*

Former Chief of Naval Operations, retired Admiral Arleigh Burke, was honored recently with the distinction of being the only individual in U.S. history to have a class of warships named for him during his lifetime. The DDG 51, lead ship of a new class of multimission destroyers, will be named *USS Arleigh Burke* when it is commissioned during the latter part of this decade. Announcement of this naming was made by Secretary of the Navy John Lehman Jr. during the annual surface warfare officers' party in Washington, D.C.

"No one person is more closely associated with destroyers than Admiral Arleigh Burke," said Secretary Lehman. "It is therefore only fitting that this newest addition to our surface combatant fleet bear the name of the man who distinguished himself and his country with such ships during World War II in the Pacific as well as (being) the Navy's chief surface warfare strategist during his three terms as the Chief of Naval Operations."

During the ceremony, Admiral James D. Watkins, Chief of Naval Operations, presented Ad-

miral Burke with the surface warfare officer breast insignia and an official change in designator to surface warfare officer, a designator which did not exist during World War II.

Admiral Burke earned his nickname "31-Knot Burke" during World War II combat action in the Pacific. As Commander, Destroyer Squadron 23, he pushed his ships beyond their 30-knot capability despite combat damage.

Secretary Lehman presented Admiral Burke with a painting of the new destroyer which will bear his name.

The *Arleigh Burke*-class design is one of the most highly researched in the history of modern shipbuilding and reflects more than three years of conceptual design effort. As multimission surface combatants, *Arleigh Burke*-class destroyers will be the Navy's first major combatants developed since the advent of the *Tomahawk* cruise missile. They will employ the vertical launch system, which launches missiles directly from vertical canisters rather than loading them from magazines onto trainable launchers for firing.

## *Offsetting current budget shortfalls*

Over the last several months, Navy managers have taken a number of temporary actions aimed at reducing overall personnel costs. These cost-saving efforts, including some promotion/advancement delays and voluntary PCS extensions, are the result of both internal Navy factors and Congressional action.

The internal Navy factors—higher retention rates, lower attrition, fewer retirements and transfers to Fleet Reserve, and more short-term extensions—have brought significant benefits to the fleet. Experience levels are higher, the Petty Officer shortfall left from the 1970s is being reduced, fleet manning is better, and overall readiness has gotten a boost.

At the same time, better retention and lower attrition and retirement rates mean that personnel costs are higher. When a large number of people at the higher paygrades stay in the Navy, personnel costs increase.

In addition to the Navy's more experienced, more costly force, Congressional action on the Military Personnel, Navy (MPN) account resulted in some additional budget shortfalls. The FY 83 Defense Appropriations Act which was enacted Dec. 21, 1982, reduced Navy's spending authority for some personnel programs.

To offset budget shortfalls resulting from both FY 83 appropriations and internal Navy factors, most Navy people selected for promotion to O-4, O-5 and O-6 and for advancement to E-4 through E-9 in FY 83 had their promotions/advancements delayed by an average of about three months. NAVOPS 118/82, 129/82 and 005/83 contain details. In addition, personnel with PRDs in FY 83 were asked to volunteer for tour extensions of up to one year (NAVOP 006/83).

The advancement delays will not affect a sailor's advancement opportunities in the future because advancements will remain within the appropriate cycle and time in grade and time in service computations are not impacted. For officers, however, the slow-downs will affect time in grade, though time in service is not affected.

Requests for voluntary extensions at current duty stations are also temporary, and in addition

to saving FY 83 Navy money, they provide another year of geographic stability, something Navy men and women—and their families—want. Also tour extensions can postpone out-of-pocket outlays for incidental moving expenses.

The Selective Reenlistment Bonus program, Navy's major and most productive retention incentive for critically undermanned skills, was reduced 20 percent. The reduction will be accomplished by tightly targeting award eligibility to our most critical shortages and adjusting the level of bonus for each rating. The reduction is less than the \$100 million cut originally feared, and has allowed Navy managers to relax some program restrictions, such as permitting re-enlistment 90 days vice 30 days before EAOS and using FY 83 pay tables as the base pay multiplier for award computations. NAVOP 011/83 outlines specifics of the SRB program.

As with most things, the budget shortfalls have generated management actions which have both positive and negative effects. While some people may have a promotion or advancement delayed temporarily, or see a slightly smaller general detail work force at their command, others will see a higher experience level in their divisions or have a chance to extend at their current duty station for another year. Budget analysts remind sailors that reductions in the Navy budget only apply to funds for FY 83—through September 30, 1983. Career decisions should not be made on what are only temporary actions to stay within budget constraints. And although initial proposals for next fiscal year's budget include a pay freeze recommendation, no one at this date can speculate with any authority about final decisions on the FY 84 budget. Those decisions will not be made until at least September.

The overall effect of these budget shortfalls is mixed, both for the Navy and its personnel. The personnel force may be more costly, but it is improving experience levels in the fleet and enhancing overall readiness significantly. That makes it easier for sailors everywhere to do their jobs, and easier for the Navy to carry out its mission as well.



# Why Wasn't I Selected?

*Lieutenant John P. Gorman, assigned to the Enlisted Advancements Section, Career Progression Department of Naval Military Personnel Command, has served as recorder on four enlisted selection boards. This article is based on his personal experiences and those of other selection board members.*

Each year, thousands of sailors share the disappointment of non-selection for advancement to E-7, E-8, E-9, and the persistent question is "why not?"

Months before each selection board, expectations are kindled and fanned by a variety of reasons. Foremost among these are a new and favorable evaluation, a perception of what the sailor thinks it takes to be selected and, most importantly, how the sailor rates himself or herself. Since personal feedback is not given by selection boards, the disappointment that follows high expectations leads to bewilderment and frustration.

Yet the answers to the question "why" are available—locked in the sailor's service record. The key to discovery is the sailor's own honest appraisal of his or her talents and potential. Here is a step-by-step method to help service members help themselves determine why they fell short in the selection process.

1. Order your own service record. It's going to be an exact duplicate of what the selection board screened. It can be ordered from Commander, Naval Military Personnel Command, Attn: NMPC-312, Navy Department, Washington, D.C. 20370.

2. Inspect it for errors, misfiled or missing documents. If you find any problems, contact Naval Military Personnel Command, Attn: NMPC-313 for corrections. If you believe your record had errors while being screened by the last selection board, contact NMPC-221 for possible redress.

3. From the last five years of your

evaluations, ask yourself the following:

- a. How many jobs did I have?
- b. Were the jobs the most demanding available?
- c. Were any in a supervisory capacity?
- d. How many people did I supervise?
- e. Did I ask for and receive additional responsibilities?

Selection boards credit members who can perform well in whatever tasks they are assigned. However, additional consideration is given to candidates who are assigned and perform well in demanding jobs or under arduous conditions. This does not necessarily mean sea duty is imperative for members in ratings which offer limited sea duty opportunities. Doing tasks assigned, ashore or afloat, will prove to the board your potential for taking on the responsibilities that are incumbent upon advancement.

4. Examine your evaluation marks for the last five years. Are they consistently rated superior? Sustained superior performance is a key factor to advancement. Erratic or inconsistent performance indicates problem traits that need to be resolved before other responsibility can be offered.

5. Over the same five years, how did you rank against your peers? Were you consistently tops overall? There's no getting around the point that selection boards are a competitive process, and your peer breakout—how you stand among your peers—is an acknowledged tool for use by selection boards to find the best qualified. Here the key factor is being rated as the *top* sailor. Being rated with most of your peers

at the top forces board members to rely on the more subjective performance characteristics listed in the narrative section.

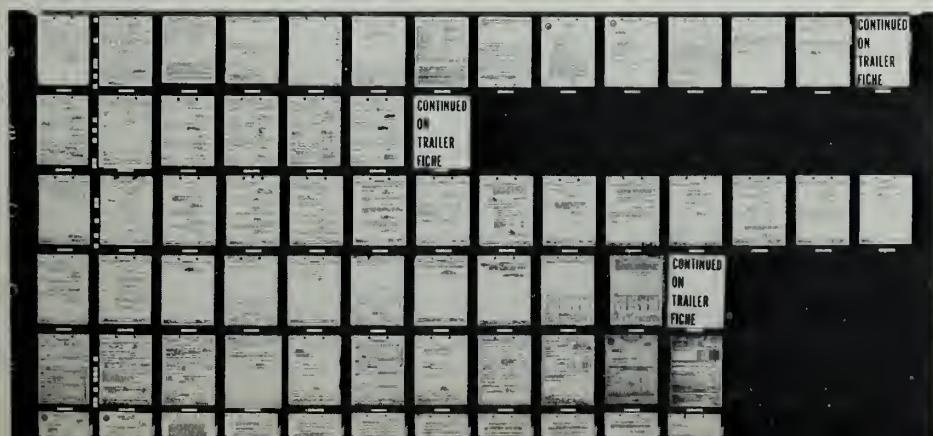
6. If you are not rate—or NEC—restricted, have you performed well in all facets of your rate? This means being assigned in a variety of fleet and shore activities and gaining that invaluable experience that is so necessary in the senior enlisted ranks.

7. Have you accumulated any additional education, the type that can improve your professional skills? Additional educational accomplishments are viewed as indicative of personal initiative and potential, and its importance is increasing as the Navy becomes more technically oriented. Whether through Navy sponsored programs or outside the Navy, any attempt to enhance present skills or to gain new ones is beneficial.

8. Involved in your community affairs? This does not mean to such an extent that your professional performance begins to slip or that the time consumed prevents you from assuming more responsibility. But some active involvement for the betterment of your community does count.

9. Finally, equal weight is not given to all factors. Each selection board redistributes weight to factors according to its own criteria. But one thing remains the same: professional, on-the-job performance has equal or greater weight than all other factors combined.

All the above will not apply to every candidate before the board. Not all members, for instance, have an opportunity to supervise people, gain outside education or have opportunities to go to sea. Selection boards are aware of those circumstances and use appropriate standards. But for those who can, it is necessary that you ask for the most demanding jobs, seek responsibility, gain that extra education and apply yourself to a degree that is consistently outstanding among your peers.



# The Hydrofoils— Here They Come

Swinging away from the pier at the naval shipyard in Bremerton, Wash., two small ships churn through the quiet waters of Puget Sound and into the Strait of Juan de Fuca. The strait empties abruptly into the Pacific Ocean where the waves of the open sea toss the ships about.

The steady throb of diesels is suddenly drowned by the scream of accelerating jet turbines. The ships leap forward, leaving

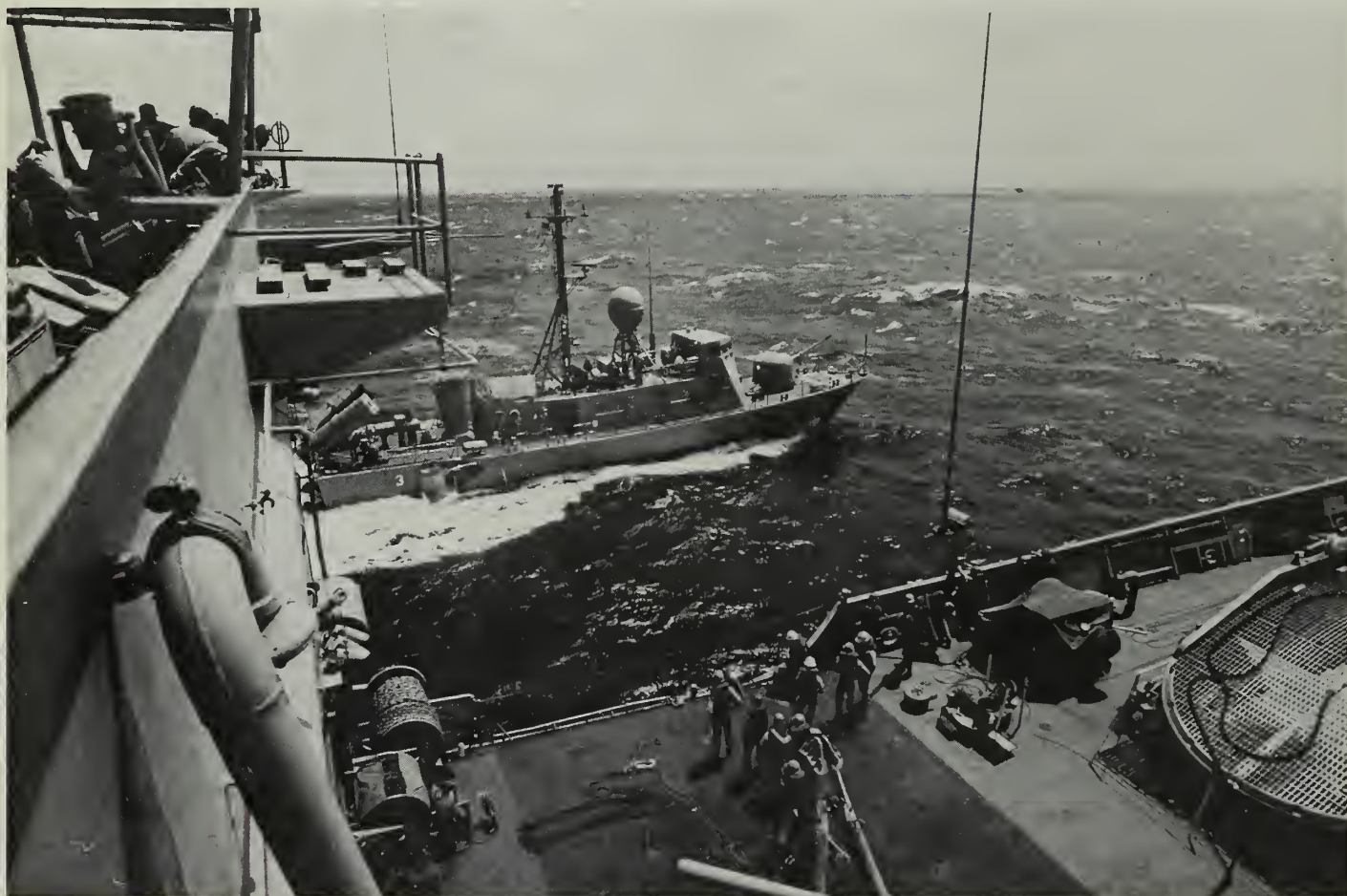
churning, boiling wakes trailing from their "sea legs."

These are the hydrofoils, America's newest and fastest class of Navy ship—and a radical departure from traditional concepts of naval design.

The hydrofoils USS *Taurus* (PHM 3) and USS *Aquila* (PHM 4) were on a 5,000-mile transit from Bremerton down the West Coast of the United States, through the

Panama Canal to the Gulf of Mexico and their new home port of Key West, Fla.

"The first and most obvious characteristic of these ships is they're much faster than any other Navy ship in commission," said Commander Scott W. Slocum, commanding officer of *Taurus*. "They're capable of speeds well in excess of 40 knots, and that clearly separates them from any other class in the fleet."





The hydrofoil's speed comes from a turbojet engine; the 18,000-horsepower turbine is similar to that which powers the F-4 *Phantom* jet fighter. Although the turbine won't get the hydrofoil airborne, it will accelerate the ship from zero to more than 40 knots within one minute.

In addition, the hydrofoils have two conventional auto diesel engines, employed at low speeds for both economy and

endurance. The transition from diesel to turbine, or back, is accomplished smoothly while under way. Under turbojet propulsion, the hydrofoils have a cruising range of about 700 miles. Switching to diesels, their speed decreases radically but their cruising range increases to about 1,700 miles.

A combatant Navy ship is not often compared to a model boat kit available at your local toy store. But the materials which

went into the hydrofoils' construction are not much different. They are primarily aluminum with fiberglass and balsa to make them lightweight. This helps offset the weight of their armament and twin propulsion system.

The ships' features were planned and designed with specific goals in mind. Through a combination of streamlining and centralization of control systems, the 21-member crew can operate a ship that would have required a crew of nearly 60 a decade or two ago. Therefore, while incorporating many features of a destroyer, a hydrofoil has less than one-tenth the crew.

"Teamwork plays an important part in the way we carry out our mission," said Slocum. "In many cases I have only one man in a specific rating. As a result we develop a lot of cross training and teamwork."

Unlike conventional ships where individual jobs go to specific people in specialized rates, major responsibilities on board hydrofoils are shared by all. Adaptability among the crew is not only a desired quality—it is a basic necessity.

The hydrofoils are designed to patrol straits and exits through restricted waters, support task force operations and shadow potentially hostile forces. During wartime, the hydrofoils would conduct offensive operations against major enemy combatant ships.

Though small, they have the punch to carry out their mission. In addition to the 76mm automatic gun, the hydrofoils carry eight *Harpoon* surface-to-surface cruise missiles with a strike range of about 50 miles.

The combination of heavy armament in small, low-profile ships make the hydrofoils highly effective. Together with their shallow draft, high speed and maneuverability, they are ideally suited for coastal patrol and blockade.

"Duty on these ships is tough," said Slocum. "But the crew realizes that these hydrofoils are good for the Navy. They want to see this concept succeed."



—Story and photos by JOCS Tom Streeter  
and PH1 James Wallace  
Navy PA Center, San Diego

# The Navy Remembers

*In commemoration of the Navy's 207th birthday on Oct. 13, 1982. All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant February events.*

February is rich in naval history: stories of heroic exploits, dangerous journeys, famous ships sunk, battles superbly fought. Some events are recent and well-known (Marine Lieutenant Colonel John H. Glenn Jr. was the first American to orbit the earth, Feb. 20, 1962). Some are recalled only as one turns the pages of an almost-forgotten history book (The ironclad turreted vessel *Monitor* was commissioned by the U.S. Navy, Feb. 25, 1862).

## Salute to the Flag

Feb. 14, 1778. Eight days after entering into a Treaty of Alliance with the United States, at the height of the American Revolution, the American flag, flying from the Continental Navy Sloop *Ranger*, was saluted by a French Navy squadron in Quiberon Bay. This was the first formal recognition of the Stars and Stripes by a foreign power. Captain John Paul Jones,

in command of *Ranger*, had sailed to Quiberon Bay on the northwest coast of France with the news of General Burgoyne's defeat at Saratoga. Along the way, two British prizes had been captured.

## Tripolitan Adventure

Feb. 16, 1804. Young Lieutenant Stephen Decatur, in command of a group of sailors on the U.S. ketch *Intrepid*, sailed into Tripoli harbor at night, boarded and burned the U.S. frigate *Philadelphia*, captured earlier by the Tripolitan pirates. The entire company escaped with only one man slightly wounded. Hailed as a hero, Decatur, only 25 years old, was promoted to captain, the youngest man ever to hold that rank in the U.S. Navy.

## Remember the Maine

Feb. 15, 1898. A huge explosion destroyed the battleship USS *Maine* while it was moored in the harbor of Havana, Cuba. The American people, outraged at the deaths of 266 men, made a public outcry against Spain. Even though responsibility for the incident was never fixed, Spain expressed regret over the incident, and both countries formed courts of inquiry to investigate the disaster. In the United States, the slogan "Remember the Maine" steered public opinion against Spain. Two months later, the declaration of war for what became known as the Spanish-American War came as no surprise.

## Return of the Great White Fleet

Feb. 22, 1909. The Great White Fleet





came home to Hampton Roads, Va. It had been sent to sea 14 months earlier by President Theodore Roosevelt as a show of American naval power. The 16 battleships, making up the biggest fleet of battleships ever assembled, had steamed more than 46,000 miles, making about 20 port calls in six continents.

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Other February dates will forever remind us of other times, other places, some of them in World War II.

In the early months following Japan's attack on Pearl Harbor, Hawaii, and the United States' entry into World War II, the imperial forces of the Rising Sun were overrunning the vast reaches of the Pacific, capturing island after island. On Feb. 20, 1942, USS *Swordfish* (SS 193) evacuated President Quezon and other Philippine officials from Luzon. Republic of the Philippines. Darwin, Australia, was abandoned as an Allied naval base. The war in the Pacific was going badly for the United States.

One year later on Feb. 8, 1943, the six-month struggle to take Guadalcanal and

other islands in the southern Solomons officially ended when organized Japanese resistance on Guadalcanal ceased. The campaign had been our initial offensive move in the Pacific Theater.

The terrible fighting continued, however, bloody and bitter, as Americans and Japanese fought—often hand to hand—for control over never-to-be forgotten Pacific islands such as Eniwetok Atoll in the Marshall Islands, Truk Islands in the Carolines chain and Tinian in the Marianas.

On Feb. 11, 1945, with the knowledge that they were moving closer toward victory, the major representatives of the Allied powers—President Roosevelt, British Prime Minister Churchill and Russian Premier Stalin—concluded their famous Yalta Conference. A few days later, U.S. naval units entered Manila Bay, Luzon, P.I., for the first time since 1942.

Then on Feb. 19, 1945, U.S. Marines poured out of landing craft onto the black volcanic beaches of Iwo Jima, another unforgettable island name of World War II history. It was a crucial foothold for the final assault on Japan. On Feb. 23, after the Marines had fought steadily for every foot of ground

gained from the entrenched and seemingly invulnerable Japanese forces, a 40-man detachment from the 28th Marine Regiment was sent to scale Mount Suribachi, the extinct volcano rising 550 feet above sea level at the southern tip of the island. The detachment was attacked by Japanese survivors still holding out on the opposite side of the volcano. In the midst of the fierce skirmish which developed, the Marines raised a length of iron pipe to which they had lashed a small American flag carried in from USS *Missoula* (APA 211), the transport that had borne the battalion to its staging area in Saipan. However, the flag was too small to be seen from any distance.

Meanwhile, another marine was on his way up the mountain with a larger flag—the battle ensign from LST 779, beached near Suribachi's base. Associated Press photographer Joe Rosenthal shot the famous picture of marines erecting the larger flag on Suribachi. This photo served as a model for the equally famous Marine Corps War Memorial in Arlington, Va., across the Potomac River from Washington, D.C.

—By Joanne E. Dumene



# Mail Buoy

## The Numbers Game

SIR: I wholeheartedly join you in your fine tribute to Captain Grace Hopper. However, the Gold Medal she received from the Armed Forces Communications and Electronics Association came from a select group of 20,000 (not 20) of her professional colleagues—leaders from government, military and industry who are also members of AFCEA.—Dr. John L. Boyes, Vice Adm., USN (Ret.)

• *We ask the other 19,980 AFCEA members to accept our apology for our editorial error.*—ED.

## People vice Personnel

SIR: Years ago as I began my climb through the ranks, "Mail Buoy" was a wealth of information. Most letters addressed questions of interest to large numbers of personnel. There were innumerable times I got straight skinny from your answers in "Mail Buoy" and a few times from correspondence in reply to my particular questions. During those days, if an answer couldn't be found locally to an individual's satisfaction then a letter to *All Hands* was the path to take. Many issues had two or three pages of letters and replies.

The years have seen a change in content and quality of "Mail Buoy." This prompts me to wonder if you are simply not getting questions anymore or has your direction changed?—Lt. J.R. Meadows

• *All Hands magazine left the old Bureau of Personnel in May of 1974 and came under the Navy Internal Relations Activity. In a short time the magazine underwent a face lift; in effect, we got out of the personnel business and into the people business—the Bureau had, in the meantime, established LINK magazine to continue informing Navy people of personnel matters.*

*Today, our letters to the editor section—"Mail Buoy"—generally concerns articles and information which appear in the pages of the magazine. The old letters to the editor section rarely dealt with such comment and criticism. That section, then, was a clearinghouse for letters to the Bureau on career matters.*—ED.

## White Hat and Dungarees

SIR: I offer the following correction to the August 1982 issue, page 46, "Currents"—jumper uniform update article. I believe the last sentence to the second paragraph should read: The white hat is required for the jumper-style uniform and dungarees; the white hat or combination cap may be worn optionally with all other uniforms. I believe the semicolon and the word "and" were reversed which caused confusion for me and possibly others.

Also your article on the Senior Enlisted Academy did not indicate whether SEA is available to reservists unless when specifying "Navy" it is all inclusive. If so, it is disappointing that I will have to wait so long to make application as I am a PO2. Maybe a Junior Enlisted Academy will be initiated for those who might otherwise qualify for SEA except for rank. Teaching management skills should begin with the PO3.—IS2 Edwin E. Irving, USNR-R/NAS Atlanta.

• *You are absolutely right, and we are glad to share your correction with our readers. Sometimes it's the seemingly little things like semicolons and use of the word "and" that can trip us up.*

*The SEA is available to reservists—usually two per class—through the Force Master Chief for the Naval Reserve. The Navy also agrees that new petty officers should have special training, and commands now conduct the Petty Officer Indoctrination Course (which includes leadership training) for all PO3 selectees. Complete information is included in NAVOP 145/81.*—ED.

## One-Navy Magazine

SIR: The September 1982 issue of *All Hands*, featuring the Norfolk Naval Shipyard, marks the beginning of your new program to expand the subject matter of this monthly magazine to include civilian employees of the Navy. I believe it was a good first subject because of the frequent interface of sailors in the Atlantic Fleet and the shipyard. I also believe that this well-written and well-illustrated article will give

everyone in the fleet a clearer picture of the importance of all shipyards to the life cycle of the ships they serve in.

I look forward to future articles on the civilians who form a very important part of the Naval Material Command. —Adm. J.G. Williams Jr., Chief of Naval Material

• *Thank you! We hope that our efforts will continue to serve the civilian employees of the Navy.*—ED.

## On the Border, or In Between?

SIR: Your October 1982 issue contains a letter from Mr. Abbott stating that the Portsmouth Naval Shipyard is in Kittery, Maine.

In fact, this shipyard is on an island between Maine and New Hampshire at the mouth of the Piscataqua River. I have looked at every map I have of the area, and each one shows the island belonging to New Hampshire. I believe Mr. Abbott thinks it is in Kittery because both entrances to the shipyard are from the Maine side.

Another fact is that any mail addressed to the shipyard uses Portsmouth, N.H. 03801. Also, it was the Treaty of Portsmouth that ended the Russo-Japanese War of 1905. The treaty was named for the shipyard rather than the city of Portsmouth.—Charles K. Leathers, Portsmouth, N.H.

## Watch Your Step

SIR: Excellent article on NavSpaSur in the November issue! However, was the picture of the headquarters building on page 2 shot as evidence to convince the public works officer that the steps are badly eroded and actually appear to be hazardous?—Cheryl Shannon, Meridian, Miss.

• *What you spotted isn't a case of badly eroded steps so much as it is a case of the printer's blanket wearing out and creating a blemish on the plate. Our apologies to NavSpaSur.*—ED.

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**Direct connection at 30,000 feet.** Lt. Kevin Miller, pilot of the Blue Angels' number three aircraft, flies connected to a U.S. Air Force KC-135 tanker. Seven Blue Angel pilots conducted air-to-air refueling four times during a recent 2,300 mile trip across the Pacific from California to Hawaii. Photo by PH2 Paul O'Mara.



## Saturation Divers

• See page 28



# ALL HANDS

MARCH 1983



in this issue

Recommissioning of  
USS New Jersey (BB 62)

59.05

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Midshipmen Mark Hagerott (left) and Mark Gorenflo, seniors at the U.S. Naval Academy, have been selected as Rhodes Scholars, marking the sixth time the academy has had more than one Rhodes Scholar selected in a year. Gorenflo holds a 3.94 academic average in his English major and is a Trident Scholar, one of a select group of seniors chosen to conduct independent research. As brigade commander, he held the highest ranking leadership position at the academy last semester. Hagerott, with a 3.88 academic average in his history major, is a midshipman brigade operations officer, responsible for scheduling functions for the brigade of 4,500 midshipmen. Gorenflo and Hagerott will join 30 other American college students selected to spend two years at Oxford University, the oldest academic institution in England. The Rhodes Scholarships were established in the will of Cecil John Rhodes, the 19th century British industrialist for whom Rhodesia, now Zimbabwe, was named.

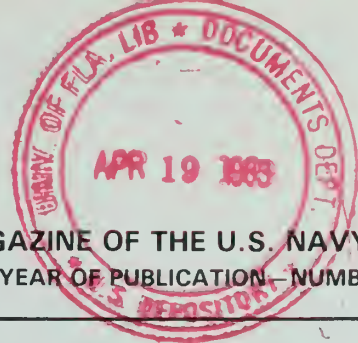




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# ALL HANDS

MARCH 1983



MAGAZINE OF THE U.S. NAVY

60th YEAR OF PUBLICATION—NUMBER 794

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Front: President Ronald Reagan addresses the overflow crowd at the recommissioning of USS New Jersey on Dec. 28. Photo by PHC Terry Mitchell.

Back: Pomp and ceremony—and the interest of two small spectators—mark a battleship's return to the fleet. Photographs by PHC Terry Mitchell and PH1 Harold Gerwien.

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# Navy's Greatest Strength





# -the Enlisted Community

A few months after relieving Master Chief Thomas S. Crow as the Master Chief of the Navy, Master Chief Billy C. Sanders was interviewed by *All Hands* staffer JOC James R. Giusti. The Navy's senior enlisted person talked about his views on the state of the Navy's enlisted community, the challenges he faces as the Navy's fifth MCPON and the tack he will take as the bluejackets' spokesman.

*All Hands: Now that you have settled into the job of MCPON, what is your view of your role in the Navy today?*

MCPON: My role is to advise the CNO and other senior officers on enlisted matters. Also I serve as a focal point for our enlisted community and in that function answer correspondence covering a myriad of subjects.

I must stress that I truly believe that all problems can be solved by employing the chain of command. However, we must always have a safety valve, and I consider this office to be that safety valve. Not that I can personally solve all the problems, but, perhaps, I can give insight on where or to whom to take a particular problem.

*All Hands: What is the most important goal you have set for yourself in taking this job?*

MCPON: Well, I am a traditionalist. I would like to see us go back to the old traditional ways of doing things in the enlisted community. In my opinion, the chiefs must be the people who lead the enlisted men and women. They must have the expertise and the leadership abilities to develop our new petty officers and serve as role models.

My biggest goal, therefore, is to enhance our enlisted leadership.

*All Hands: In supporting traditions, are we going to see the Navy taking a step backward?*

MCPON: I do not believe that upholding a tradition is a step backwards. It's a step forward. Traditions are the solid building stone of the Navy's foundation. If we do not have a foundation, we will crumble and slide backwards. As long as we are building on the Navy's solid and proven traditions, we are going to go forward.

*All Hands: What other issues are you going to be looking at?*

MCPON: All the problems we have had in the past are still with us in a small manner. Although we have improved immensely, we still have a lot of room for improvement. We

probably have better habitability throughout the Navy today than we have ever had.

And the pay issue is still with us. We cannot stand to continue taking pay caps. Something must be done about that.

Habitability, pay, quality of life—all these are still at the forefront of our problems. I am confident that we have the leadership in the Navy today to solve those problems.

*All Hands: What do you see as the single most important issue regarding the Navy's enlisted community today?*

MCPON: I don't think we have a single most important issue. We used to. At one time, quality of life was something





we could home in on. Then pay issue was number one. Today, it's sort of fragmented.

One issue we have and will always have is family separation. It's part of our life, ships must go to sea. The separation hardships aren't as bad as they used to be.

Several years ago, we finally realized that spouses were also part of the Navy family. The Navy spouse plays the most dominant role in the decision on whether a member stays in the Navy or gets out. We know their roles are important. The Navy has made many changes over the last few years to let spouses know how much they are needed and appreciated.

As we all know, spouses have a great responsibility. When their service members are on sea duty, they are mother, father, housekeeper, carpenter and so much more.

*All Hands: On the subject of Navy families, what do you see as the key issue the Navy faces?*

MCPON: Housing. We must have more housing for our Navy families especially in the high-cost living areas. We still have families today that cannot function properly because they are paying too much for their housing and utilities.

*All Hands: Do you see the Navy uniforms being brought*

*into some form of conformity during your tour as MCPON?*

MCPON: The answer is yes. Admiral James Watkins has made the statement that a CNO should make only one change in a uniform policy. Well, I don't think he will use his ace card any time soon. We are going to stabilize the uniform situation.

There is one change that could come about. As you know we are now back in the traditional jumper uniforms. In my opinion, we will go to undress jumpers during my tour. For those of you not familiar with the undress jumper uniform, it is a work uniform that resembles the dress jumper but does not have the piping. Best of all it is washable. The Navy had made the decision to go back to a jumper sea bag, and the undress jumper is part of that.

Within the next three years, the uniform picture is going to become very stable. That's what we are looking for—the fleet is tired of the ups and downs we've had in the past.

*All Hands: The push continues to build a 600-ship Navy. What effect will this have on the sailor and his family?*





MCPON: I don't think it's going to be any different in the future than it is today. We are going for a 600-ship Navy, but we are also going for a Navy to man those ships. I don't believe this is going to put any additional burdens on people in the service today. We are going to have the additional manpower as well.

All Hands: *In view of the world situation today, do you envision changes in the deployment of ships and units?*

MCPON: Today's situation could change at any time, but we basically have got a good working plan and are sticking to it. Once in awhile, when a crisis comes up, we will have longer deployments. But on the day-to-day basis, we know if ship "A" goes out that ship "A" will come back in a certain time frame.

All Hands: *Command and individual pride and professionalism has been on the upswing. Is this continuing?*

MCPON: It certainly is. However, we still have a long way to go. I'm very happy with the results we have had over the last few years. We can still make better and bigger im-

provements in our pride and professionalism.

To do that we have to make everyone aware that we need them. Sailors perform best when they feel appreciated and also feel good about themselves. You're normally happy when you are knowledgeable, doing something you want to do, and know that you are contributing. As long as we can provide those three things, we are going to increase pride and professionalism.

Another factor is in our structure of peer pressure. Today, people are proud to be in the service. The Navy has been very good to most, and our people's attitude reflects that. Peer pressure is most positive.

All Hands: *Do you favor the return of the draft for the Navy? And what about the return of the GI Bill?*

MCPON: I do not favor a return of the draft. We currently have enough volunteers, and the quality of those volunteers is better than it's ever been in our history.

I think, however, the GI Bill should be brought back. It is a good enlistment and retention incentive. The present economy is helping to keep people in the service, and it is also helping our recruiting. We must devise some system to retain these people. One part of that system would be a proper GI Bill, something we look forward to.

All Hands: *On budget cuts and similar changes, what impact do you see monetary restraints having on transfers?*

MCPON: The money for transfers comes from the Military Personnel, Navy account. Congress did not approve the entire MPN money package requested by the Navy; therefore, Admiral Watkins had to make some adjustments to compensate for the lost money. As you know, individuals on Type 3 (overseas shore) duty have been encouraged to extend in place. Type 3 moves are extremely costly and this could be a large savings. If we do not get enough people to extend, we will have to make other adjustments. This is a temporary situation, not a long-term policy for the Navy.

All Hands: *What about promotions?*

MCPON: The same can be said about promotions; our paychecks come from the MPN account. As you know, there has been an adjustment to the last advancement cycle. Those eligible will be advanced on the limiting date (June 16, 1983) of that cycle vice being promoted during the January to June time frame. The situation is like this, we can advance people throughout a cycle as we have in the past which would mean that advancements would be cut back or we can maintain the number of promotions that we now enjoy but be advanced on the limiting date. I believe that the correct decision has been made.

All Hands: *What other areas are going to be affected?*

MCPON: SRB is affected. Anything dealing with money for personnel matters this fiscal year is going to be affected. We must be prepared for that.

I hope everyone will understand that the Navy is not mak-



ing these decisions on an arbitrary basis. It is something forced upon us by changes in the Defense appropriation bill.

*All Hands: Are the other services feeling the same impact?*

MCPON: They certainly are. Naturally, the reduction of the Defense budget has affected everyone equally. I think the Navy is receiving its fair share.

I'd like to stress one other thing. I know we're going to have some say "Why are the cuts coming out of personnel money?" The enlisted man and woman must realize that ships and other hardware is long-range money. That money is being spent over a long period of time. Even if we take a cut on ships, that's not going to give us the money to run the Navy today. That is the reason some of the cuts will come out of the personnel end of the pipeline.

*All Hands: What do you see ahead for the Command Master Chief Program?*

MCPON: That program is going full speed ahead. Admiral Watkins has given his total support to the program and has taken steps to strengthen it. We have a little more than 750 billets for the program today. CNO has already directed that these billets be filled. Those commands that don't rate a permanent command master chief should fill the position as a collateral duty.

The command master chief is an important part of any command. He or she should be the person who has a finger on the pulse of the enlisted community. These people properly advise the CO on matters concerning the enlisted personnel.

*All Hands: What, in your estimation, is the most important aspect of being a good petty officer in the Navy today?*

MCPON: The great majority of our petty officers are experts in their particular fields. They also become experts in leadership roles. We cannot afford to separate the two. If we try to separate professional and military, we are going to fall on our faces. In today's Navy, there is a demand for highly qualified people throughout our rating structure. These individuals must also be highly qualified sailors. They must be military types that can lead people.

*All Hands: Is the Navy winning its war against drug abuse?*

MCPON: Yes it is. We had a survey a few years ago that showed 48 percent of our people were on some kind of drug, mostly marijuana. We had a survey done just this past September, and it showed a drop to about 25 percent, and it's still going down.

We are putting a heck of a lot more effort into our war on drugs, and we have finally got to the point where peer pressure can take over. Today, the Navy has given the individual who really doesn't want to use drugs a reason not to use them.

I see us increasing the pressure on anyone using drugs. My

advice to everyone is, if you want to experiment—don't! We are cracking down on drug users.

*All Hands: What do you see today as the Navy's greatest strength?*

MCPON: The enlisted community. If you would look at our potential adversaries, you'll find that on the hardware end we have a little more sophisticated equipment in some areas and they have more in other areas. And on the personnel end, their officer community and our officer community are about equal in expertise. Naturally, ours is better.

But in any comparison of the enlisted communities, that is where we have a very strong edge. Our enlisted community is better prepared to take on the challenges of today's situations. The U.S. Navy's enlisted community is smarter and more knowledgeable than our adversaries', and our morale is a heck of a lot better. Our retention rate is a lot better, and it's getting better all the time. Our adversaries' first-term retention rate, however, is around 1 or 2 percent—ours is up to 47 percent. The enlisted community is our strongest strength. I am extremely proud to be a part of this outstanding community.

—Photos by PH2 Robert K. Hamilton





# Jammin' Around the Seventh Fleet



His name doesn't appear on marquee lights, but when Radioman Third Class Ray Gaskins Jr. plays saxophone in nightclubs anywhere in Asia or Australia or performs on catwalks of the amphibious assault ship USS *Peleliu* (LHA 5), he's a star.

"It's good clean fun," Gaskins said. "Playing at different clubs keeps me from spending a lot of money. Besides, I enjoy music and like to meet people." So he performs with local bands during port visits or when he's not working in the ship's communications department.

In one of Subic Bay's largest nightclubs, an audience of fellow bluejackets repeatedly chant "Baby Ray, Baby Ray," as musicians tune their instruments.

Then the band bursts into a number, and the spotlight shifts to saxophonist Gaskins.

To many of his buddies, Gaskins resembles popular jazz musician, Grover Washington Jr. With a style influenced by other legendary jazz greats such as Charlie Parker, John Coltrane and Dexter Gordon, Gaskins seems to have little problem captivating a diverse audience. He moves with the band through jazz and rock tunes.

A Baltimore native, Gaskins' interests in music began at age 7. Inspired by his musician father, he learned to play guitar and a number of other instruments, including clarinet, flute and keyboards. He also reads, writes and teaches music.

Before joining the Navy, Gaskins played in hometown nightclubs and later with a Canadian band. He looked to the Navy because he wasn't earning enough money to make a living. "I saw the Navy as employment and a chance to continue my music career," he said.

Gaskins auditioned and passed the test to become a Navy musician, but the rating was overmanned at the time. "They weren't accepting anybody," he said.

As an alternative, he became a radioman in order to learn a trade. Meanwhile he nurtures his musical talents in his off-time, hoping that he'll be able to switch ratings.

But he does not take being a radioman lightly. As a duty-section supervisor, he is responsible for external communications during eight-and-12-hour watches. "My father said that if you're

going to do anything, do it right," Gaskins said.

Whether in port or at sea, Gaskins manages to practice several hours each day. When he wants to try a new rendition, he retreats to *Peleliu's* bandroom. But his favorite spot is on the catwalk where a crowd always gathers around to request numbers.

Gaskins would like to record professionally. For now, however, he enjoys the Navy and traveling to such ports as Hawaii, Singapore, Thailand and the Republic of Panama.

In his travels, Gaskins has discovered that what is said about music being a universal language is really true. "Even if there is a language barrier, I can identify with people through my music—it's a common language."

—Story and photos by  
PH1 Felimon Barbante





the five Sullivan brothers  
"missing in action" off the Solomons

THEY DID THEIR PART



## Grains of Salt

# Five Who Dared

Story by JO1 J.D. Leipold

It was just after midnight Nov. 13, 1942. Eeriness prevailed as heavy, black clouds hung ominously in the dark skies of the South Pacific. Sailors on the midwatch spoke softly as hatches were double-checked aboard the 13 cruisers and destroyers of the American force.

Slowly, methodically, the ships cruised north along the island's edge. Men at radar and lookout stations remained alert but detected nothing out of the ordinary. Bluejackets in their racks dreamt of home, of more peaceful times. The silence was broken only by the sound of the ocean against the hulls of the ships.

Still, a sense of impending conflict was in the air as the small task force of light cruisers and destroyers slipped through the warm seas to intercept a larger, heavier enemy force bound for Guadalcanal with reinforcements.

South they came—a cruiser, 11 destroyers and two battleships flying the Rising Sun of Imperial Japan. By 1:45 a.m., the Americans and the Japanese were on a collision course, each unaware they were to meet so soon.

Within minutes enemy met enemy in "The Slot" of the Solomon Island chain. Searchlights pierced the darkness; heavy guns roared as smaller caliber fire spewed forth. Chaos reigned as the American force hurled itself straight down between the Japanese columns, blazing away to port and starboard. Fighting was in such tight quarters that torpedoes had no time to arm. They ricocheted harmlessly off hulls. The naval battle of Guadalcanal was on.

Wyatt Butterfield, then a 19-year-old seaman first class, recalled: "Searchlights flashed everywhere, and we found ourselves mingling with the Japanese fleet. We were all at battle stations, and, in the confusion, we were firing at everything that moved. We couldn't tell friend from foe in the turmoil."

Within 30 minutes, the frantic battle was over, but not without heavy cost to both sides. Six American ships—two light cruisers and four destroyers—along with three Japanese ships now littered the floor of what later became known as Ironbottom Sound off Guadalcanal.

Butterfield's ship, the light cruiser USS *Juneau* (CL 52), took a torpedo in the forward engine room. The cruiser stopped dead in the water with a port list and a badly dam-

aged keel. Only after much work by the crew was *Juneau* able to come alive again and steam on one screw through a glassy-calm sea.

"We were ordered out of action," said Butterfield. "We limped away around 10:30 a.m., but *Juneau* broke down again—this time for good.

"My friend Johnny came up and offered me half a candy bar. He asked me what I thought could happen now. I answered, 'Hey, no sweat. Once we get fixed up a little bit here, we're going back to Pearl, get 30 days leave and have ourselves a good time.'"

Fate didn't agree with Butterfield—lurking nearby at periscope depth was the Japanese submarine *I-26*. The sub's skipper got the *Juneau* in the cross hairs of his periscope and fired a spread of torpedoes. Two passed by USS *San Francisco* (CA 38), but with no means of quick communication available, the cruiser couldn't broadcast the warning to *Juneau* which had no chance for escape. In a violent, blinding flash, *Juneau's* magazines erupted—CL 52 vanished below the surface in 42 seconds.

Only a huge brown hemisphere of smoke a thousand yards across, a few doughnut life preservers, and some rafts and planks remained. It appeared to *San Francisco* sailors that no one could possibly have survived the obliteration of *Juneau*. With an enemy sub in the area, they weren't about to stick around and become the next victim. (Little did *San Francisco* sailors realize at the time that the *I-26* captain thought he had bagged *San Francisco*—this according to the Sixth Fleet war diary.)

However, USS *Helena* (CL 50) which was steaming 1,000 yards ahead of *San Francisco* also witnessed the sinking and asked a nearby *Flying Fortress* to relay a rescue request to Admiral William F. Halsey's headquarters. That message never got through.

The cruiser had carried some 711 officers and men. The common belief held by naval historians is that 140 may have survived the sinking. Only 10 were rescued.

The annihilation of *Juneau* was one of the most tragic losses of World War II. The cruiser had sailed hard, from Atlantic to Pacific, and fought fiercely since its launching on Oct. 25, 1941. The month before its sinking, *Juneau* had participated in the Battle of Santa Cruz Island where its gunners had accounted for 18 enemy planes. The courageous vessel had earned four battle stars by the time it met its end.

But it wasn't the manner of the *Juneau's* death and the

*The Sullivan brothers were immortalized in this famous World War II poster.*



terrible loss of almost all its crew which shocked the nation so much as it was the fact that five brothers—the Sullivans—lost their lives in that sinking. Never before or since has one family paid such a high price in service to the U.S. Navy. The loss of *Juneau* was, in reality, the loss of the Sullivans—the two names are inseparable.

The Sullivan brothers—Joseph, Francis, Albert, George and Madison—were born and raised in the corn country of Waterloo, Iowa, the sons of Thomas F. and Alleta Sullivan. Their father was an industrious, hard-working conductor with the Illinois Central railroad; their mother, a devoted homemaker and member of several civic organizations.

They grew up as best friends, not just brothers, enjoying the things in life that had sparked Mark Twain's imagina-

tion—fishing, boating and exploring along the muddy banks of the scenic Cedar River on hot, lazy summer afternoons. Their youth was a classic tale of boyhood in the Midwest.

December 1941 found all the brothers working for a meat-packing firm. George and Francis were back from the sea and once again in the civilian life after four years as a gunner's mate second class and coxswain, respectively. They told sea stories to their younger brothers and even talked of joining the Navy as a family.

Then came the attack on Pearl Harbor. A few days later they learned that a good friend, Bill Ball, a former shipmate of George and Francis, had gone down with the USS *Arizona* (BB 39). To avenge Ball's death was motivation enough for all five Sullivans to sign up.

Their minds made up, they headed for the recruiting station. The boys resolved from the very start that no person or war would separate them. They stipulated they would enlist together provided they sail together.

Although the policy during peacetime was to allow brothers to serve together, during wartime the accepted policy was to separate family members. The brothers, however, persisted, and their request was finally granted.

On Jan. 3, 1941, the enlistment oath was administered. George, the eldest—and spokesman—summarized the brothers' philosophy to his mother: "If the worst comes to worst, why we'll all have gone down together."

After recruit training at Great Lakes, Ill., the quintet headed to San Diego for schools and eventually received orders to the newly commissioned USS *Juneau*. Never in the history of the American Navy had five brothers served aboard the same warship at the same time. (Ironically, also aboard *Juneau* were the four Rogers brothers; two were transferred before the Guadalcanal action. The other two went down with *Juneau*.)

## Staying Together

Navy policy is that family members may be assigned to the same commands except for married couples who are barred from serving aboard the same ship.

All others who desire shipboard family duty must sign a statement that they "understand the potentially hazardous implication of family duty but desire this assignment."

For the purpose of such assignment, family members include: spouse, father, mother, sons and daughters, and all sisters and brothers in the following categories: a brother or sister of whole or half blood, and a brother or sister by adoption. (NAVPERS 15909C, Ch. No. 5, 16.03)



In the spring of 1942, *Juneau* sailed from New York for blockade patrol off Martinique and Guadeloupe islands. After further patrol duties in the North Atlantic and Caribbean, the cruiser was transferred to the Pacific Fleet in the summer of 1942. It arrived in the South Pacific that September.

Two months later, the Navy's message came to the door of the Sullivan's home. Tom and Alleta had heard rumors that their boys had perished with *Juneau*, but they held onto hope. The message, however, was official—George Thomas, Francis Henry, Joseph Eugene, Madison Abel and Albert Leo were all missing in action.

The town's newspaper, the *Waterloo Courier*, said: "It is exactly five times as hard to lose five sons as it is to lose one. In the entire history of the Navy, no other mother has received a blow as severe as that which has come to this mother."

Still, the senior Sullivans' spirit and courage didn't falter. "Missing" didn't carry the permanency of killed in action. Alleta hid the pain in silence, preferring to spend time with families who also had sons missing in action rather than focus on her own misery. "Helping others who are in sorrow kills your own sorrow," she said.

The media also allowed little time for the family to dwell on the terrible news. The spotlight shifted from the Pacific where the war was going badly for the United States and zeroed in on the Sullivans.

As Tom Sullivan helped move war materiel by rail between cities, banner headlines and photographs of the brothers and their parents flashed throughout the country. Alleta Sullivan kept the tears back and gave interviews which were shown in theaters and heard on radios. "...If they are gone, it will be some comfort to know they went together—as they wanted—and gave their lives for their country and victory."

Alleta told a reporter: "Let us resolve that the sacrifices of this family shall spur us on to greater efforts until the great day dawns when the war will be brought to a victorious close."

Condolences from friends and strangers poured in. President Franklin D. Roosevelt wrote and later met with the family; congressional resolutions came about; special war bond drives in the Sullivans' honor were started and rallies were held; a movie and two books were turned out; and finally—the ultimate gesture—there was the christening and launching by Alleta Sullivan of a new destroyer, USS *The Sullivans* (DD 537), as a fighting memorial to her sons' selfless sacrifice.

The *Fletcher*-class destroyer steamed into the Pacific war with the fury of a typhoon. Providing protection for battle groups, fending off Japanese fighters, rescuing sailors from



sinking U.S. ships and bombarding Japanese shore installations, *The Sullivans* policed as much of the Pacific as possible. Wherever American warships were, there alongside them was *The Sullivans*.

After the war, *The Sullivans* was decommissioned and put in the Pacific Reserve Fleet in San Diego. In 1951, it was brought back into service and headed for Korea where it shelled shore targets and knocked out shore batteries.

In 1962 as the United States and Soviet Union stood "eye-ball to eyeball" over Soviet missiles in Cuba, *The Sullivans* joined in the American "quarantine" of Cuba.

Today, USS *The Sullivans* memorializes its Iowa namesakes at the Naval Park in Buffalo, N.Y. The ship's famous shamrock flag still waves from the mainmast and a quarter-deck plaque of brass proclaims George Sullivan's immortal words to his mother: "We stick together."



Upper left: The ill-fated USS *Juneau* (CL 52), the ship on which the five Sullivans served. Right: USS *The Sullivans* (DD 537), the fighting memorial which now rests at the Naval Park in Buffalo, N.Y.

## On Watch Against Smuggling

By Joanne E. Dumene  
and JO2 Paul J. Brawley

For years, units of the U.S. Navy had to stand by virtually helpless while drug smugglers plied the waters off Florida and sent illegal drugs into the United States. Because of the regulations against using the military to enforce civilian laws, there was no legal way the Navy could actively assist the U.S. Coast Guard and civilian law enforcement agencies in their efforts to halt the smuggling.

With drug smuggling on the increase in the south Florida area, it was obvious, however, that the Navy could be of real value in the government's efforts to halt the flow of illicit drugs. This was proved with "Operation Thunderbolt," the first major U.S. Navy assisted federal drug interdiction effort designed to stop the flow of illegal drugs through Florida waters into the United States. An unqualified success, Operation Thunderbolt marked the first time the U.S. Navy actively participated in the enforcement of civil law.

Operation Thunderbolt lasted 77 days—from Oct. 1 to Dec. 16, 1981. During that time, E-2C *Hawkeyes*, flying out of Florida, covered the airspace between the Bahamas and Florida with their airborne early warning radar systems. The success of the operation—97 drug-related arrests and 45 seized aircraft plus large amounts of confiscated



*USS Fidelity (MSO 443) does its part in helping to halt drug smuggling by towing a drug smuggling vessel to Key West. Photo by Lt. Isnor, USCG.*



drugs—was due in no small part to the Navy. The E-2Cs were a key element in almost half of the interdictions.

Although Congress had earlier taken steps to allow the Navy's limited participation in federal drug interdiction efforts, it wasn't until Dec. 1, 1981, that President Ronald Reagan signed into law the Department of Defense Authorization Act of 1982 covering the supplying of military information, equipment and facilities, as well as training and advice, to civilian law enforcement officials for law enforcement purposes. Thus, military support capabilities in connection with tracking and communicating the movement of air and sea traffic, of particular significance in narcotics enforcement, was greatly increased. And the Navy didn't have long to wait for an expanded role in the fight against drug smuggling.

In February 1982, Vice President George Bush established the "South Florida Task Force," made up of Drug Enforcement Administration and U.S.

Customs agents, Navy and Coast Guard units as well as personnel from the Bureau of Alcohol, Tobacco and Firearms; assistant U.S. attorneys; U.S. marshals, visiting federal judges and others. A commitment had been made, and the U.S. Navy was part of it, cast in a major supporting role to customs and Coast Guard efforts.

Here's an example of how Navy involvement paid off.

On March 15, 1982, *Hawkeyes* began another major effort; by mid-June there had been 770 detections, 233 intercepts, four arrests, 770 pounds of marijuana confiscated, and the identification of a "mother ship," which contained 12 tons of marijuana.

Then on May 25, the Secretary of the Navy, with the approval of the Secretary of Defense, granted a waiver allowing Navy units to assist the Coast Guard by towing and escorting seized vessels and transporting prisoners.

Since that time, Navy surface ships have responded to calls from the Coast

Guard to escort or tow ships illegally carrying marijuana or to provide assistance during Coast Guard interdiction operations. However, even though surface ships are involved in the towing and escort action, they are not dedicated to the Coast Guard. "These units will be undergoing normal operations in areas of high interest," said Captain Carl E. Giese, CinCLantFlt operations and scheduling officer at the time the drug interdiction operation order was developed.

But the die was cast. The Navy became even more involved in direct interdiction—on Aug. 9, 1982, a final waiver was signed allowing Navy ships with a Coast Guard detachment on board to directly interdict. CinCLantFlt Operations Order 2120, effective Aug. 16, 1982, is specific on how each

*USS Farragut (DDG 37) tows a suspect vessel to the Coast Guard station in San Juan, Puerto Rico. Running ahead of Farragut is another suspect vessel being piloted by a Navy crew. Photo by PHAN D. Dhayer.*





naval unit will conduct itself during interdiction. It spells out how to display and light the Coast Guard ensign, what communication methods are to be used, and how orders are to be given to the suspect vessel.

What if a suspect vessel disregards orders to stop? Upon the request of the U.S. Navy ship's commanding officer, the Coast Guard commander in tactical control may authorize the firing of warning shots. If the ship still does not stop, it will be warned by all available means that unless it stops it will be fired upon. With the specific approval of the Coast Guard officer in tactical control, disabling fire may be utilized as a last resort.

Inert or non-explosive projectile rounds will be used to disable the vessel. Every effort will be made to protect people and property. These rules for use of force are identical to those used by the Coast Guard.

Armed Coast Guard boarding parties operate in accordance with Coast Guard directives and policy. Navy personnel may be armed, as directed by a commanding officer, for the protection and safety of his ship and personnel.

After the Coast Guard has actually seized the vessel and removed the prisoners, Navy personnel may then board the vessel to rig for a tow, or in cases

where the vessel will be brought in under its own power, to assist in navigating the vessel to port. Even then a Coast Guardsman will remain with the vessel to ensure the chain of custody of any evidence is unbroken.

Though the Navy provides basic necessities for the prisoners and may provide Navy people to assist in prisoner escort, prisoners are always in the custody of the embarked U.S. Coast Guard detachment.

The long hours and hard work that go along with this type of joint operation have paid off. "I am happy to report that the success of the task force continues," said retired Admiral Daniel J. Murphy, chief of staff for Vice President Bush. Admiral Murphy, also the chairman of the Working Group of the South Florida Task Force, said, "The deterrent effect remains quite evident and the flow of marijuana remains at a trickle."

The Navy intends to continue its co-operation and help the Coast Guard maintain its leading edge against drug smuggling. One way is by continuing the aerial surveillance efforts. Crews of P-3 *Orions* flying out of NAS Jacksonville, Fla., NAS Brunswick, Maine, and Naval Station, Roosevelt Roads, P.R., are on watch during all operational training flights for vessels that might fit a drug smuggling profile. Recently, as a result of P-3 sightings subsequently reported to the Coast Guard, two major seizures, one off Jacksonville and one off Cape Hatteras, N.C., were accomplished. Navy reserve crews flying P-3s in the Caribbean, from where the smuggler ships pass into the south Florida waters, also are actively involved in the sighting program.

In the face of this extensive law enforcement umbrella in the south Florida waters, drug smugglers have been forced to operate in other areas. The Coast Guard reported that up to Aug. 17 of last year, 727,000 pounds of marijuana had been seized on ships and at airports in the New York area alone compared with 151,000 pounds seized in that area in all of 1981. Customs service officials report that 710 pounds of cocaine had been seized in

## Conan

Conan is no barbarian—at least not compared with the rest of the military police dogs. But then, Conan didn't join the Navy to become a warrior. This German short-haired pointer/Red-bone coonhound offers the Navy special talents that require more brain than brawn.

The Navy was looking for dogs with Conan's type of talent, and the Air Force discovered him in San Francisco. He was brought to Lackland AFB, Texas, for special training.

Conan entered boot camp. Within a week, his company commander had turned him from a "green dog" into a sailor that learned to obey the orders to heel, sit and stay. Conan breezed through "A" school for drug training and odor identification. By the time he finished, he had a nose not only for glues but also for marijuana and other illegal substances.

the same area from May to July 1982 compared with 15 pounds for the same period in 1981.

According to Admiral Murphy, smugglers have been storing drugs in the Bahamas and Colombia "waiting for us to drop our guard before they move again. The best I can get from our intelligence people is that the smugglers working out of Colombia have not given up their desire to use southern Florida as their base of operations."

However, the Navy and Coast Guard are determined to cut off the supply closer to the source. Recently, a drug-smuggling ship was seized 68 miles off the coast of Colombia. It was the first direct seizure by a Coast Guard detachment embarked on a Navy warship.

Using the name "Recife" and claiming Honduran registry, the vessel had first been located by aircraft from the

## Sky Hook Radar

The Air Force and Army also have been helping the South Florida Task Force halt the flow of illegal drugs into the United States. AWACS (airborne warning and control system) flights have been limited, but the "Sky Hook Radar" at Cudjoe Key (20 miles north of Key West) and one to be installed at Patrick Air Force Base in Cocoa Beach, when operating together, will provide a radar blanket of south Florida. The Army has provided the use of four *Cobra* helicopters which can land before violators can escape.



# Out to Lick Drug Problem



*Conan stands his ground when it comes to the Navy's "no drug" policy.*

With sea bag in tow, Conan and his handler set off for Okinawa with orders to become the master-at-arms drug dog and dog handler. Since their arrival in September, Conan has become accustomed to the routine but is disgusted with liberty which they insist he spend with the other dogs at the Military Working Dog Training Center. He does like the chow, though, and each morning he starts the day by gulping down a bowlful of MSD—maximum stress diet.

Then comes intensive training. "Search and Find" is a job that comes easy for a dog with his natural scent ability," Conan's handler said, "but it's necessary to constantly build up and practice his vocabulary of smells."

For such practice, the handler hides a bottle of cough syrup containing codeine illegally sold in Japan to American citizens. Using his keen faculties, Conan homes in on the wicked liquid.

Conan is an asset to the master-at-arms force during monthly health and comfort inspection at Navy barracks. Now and then when his nose perks up to a familiar odor, he'll mosey in for a closer sniff. Conan has been instrumental in discovering illegal substances including marijuana.

As part of the MAA force, Conan also accompanies his handler during patrol. Although his bark may be worse than his bite, he is leery of strangers. He finds joggers and bicyclists particularly annoying.

—Story and photo by  
JO3 Beverley Sorensen  
NAF, Kadena, Okinawa.

carrier USS *Nimitz* (CVN 68). Based on surveillance efforts and photographs taken by Carrier Air Wing Eight, a U.S. Coast Guard Tactical Law Enforcement Team was assigned to USS *Mississippi* (CGN 40) to investigate further.

After determining that *Recife* was falsely claiming Honduran registry, the Coast Guard detachment was ordered by Commander Coast Guard District Seven to board the ship. Some 30 tons of marijuana were found and *Recife* was seized. Eleven people were taken prisoner and transferred to *Mississippi* where they received food and blankets and were given physical examinations. The Coast Guard detachment sailed the seized vessel to San Juan, Puerto Rico.

Law enforcement officials are encouraged by the inroads made thus far. And so is President Reagan who said recently that combined efforts in com-

bating drug trafficking in the south Florida area have produced a "dramatic success." He cited a 40 percent increase in drug-related arrests, an 80 percent increase in marijuana seizures and a more than 100 percent increase in seizures of cocaine. "The important thing is, we're hurting the traffickers," the president said.

Calling the drug war "a campaign we can not afford to lose," President Reagan reminded Americans that while general health has been improving, "the death rate for young Americans between the ages of 15 and 24 is now higher than 20 years ago," and called drug and alcohol abuse major contributors to this "frightening trend."

"The mood toward drugs is changing in this country and the momentum is with us," the president said. "We've taken down the surrender flag and run up the battle flag. And we're going to win the war on drugs."

## No Need to Know

Drug trafficking is liable to be encountered anywhere Navy ships sail. The Coast Guard has produced a videotape for official use which includes profiles of smuggling vessels. It is being used to help train Navy people how to identify suspect vessels.

With the Navy involvement, Navy crew members can expect more outside pressure to disclose operational details. Smugglers want to know when planes are flying and where ships are sailing. The Coast Guard claims the threat is real, citing evidence of attempted bribery or solicitation of Coast Guard personnel.

# New Chapter



Big and bold—they're back. Once thought near extinction, the battleships are staging a comeback. USS *New Jersey* (BB 62), recommissioned on Dec. 28, 1982, after a \$326-million renovation and modernization, is first. In fighting shape once again, *New Jersey* is much more than a symbol of the Navy's might, it's an active reminder that the days of the battleships are not over, that these ships have a legitimate place in today's modern Navy.

Following close behind is *Iowa* (BB 61), undergoing its own modernization program in Pascagoula, Miss. Not yet approved by Congress for recommissioning but waiting in the wings nevertheless are *Missouri* (BB 63) and *Wisconsin* (BB 64), the other two World War II battleships.

First commissioned in 1943 at the Philadelphia Naval Shipyard, *New Jersey* is the second of the *Iowa*-class battleships. At nearly 900 feet long—almost the length of three football fields—it is the largest U.S. battleship ever built. It served in World War II and in the Korean and Vietnam wars, each time employing its 16-inch guns in shore bombardment and naval gunfire support, while maintaining protection from direct hits with its 17-inch steel protective armor belt. Following its Vietnam service, *New Jersey* was decommissioned for the third time and had been in mothballs since 1969 at the Naval Inactive Ship Maintenance Facility in Bremerton, Wash. (See *All Hands*, October 1981).

*New Jersey's* reactivation began in July 1981 when the 45,000-ton combat-

*An unusual view of New Jersey as it appeared in dry dock.*



# for Battleships

ant was towed from Bremerton to Long Beach, Calif. There it was put through a major modification program which included improved habitability and installation of new electronic and propulsion systems, communication equipment, sewage and water treatment facilities. The rebuilding operation brought *New Jersey* up to modern standards, particularly its offensive and defensive capabilities—all at a bargain price when compared with the cost of building a new ship.

With the tampions removed from its 5- and 16-inch guns and with the addition of new weapons systems such as *Tomahawk* and *Harpoon* cruise missiles and four *Phalanx* close-in weapon systems, BB 62's firepower is awesome.

But all of this has been in the nature of hardware modification. A listing of the changes made to modernize the ship tells only part of the story. Without the new hardware and equipment, the reactivation could not have taken place. But neither could it have been accomplished without the dedication of people who seemingly came out of the past to volunteer for the giant project. Their story is the other, and perhaps equally important, part of the *New Jersey* reactivation.

*New Jersey* was never really forgotten. It was on the minds of many individuals—people like Machinist's Mate First Class Bill Nesbitt, Chief Gunner's Mate Don Davis, Master Chief Fire Control Technician Al Gambetta, Master Chief Hull Maintenance Technician John Giles, Senior Chief Gunner's Mate Jim Smith and Hull Maintenance Technician First Class Wayne Copass. They and others like them had

long ago said goodbye to active duty or had made up their minds to retire. But the lure of the battleship and the chance to serve in this exciting undertaking stirred them to a renewed Navy commitment.

Machinist's Mate First Class Bill Nesbitt was the first machinist's mate to report aboard. As the leading petty officer in the main propulsion division, he is in charge of 35 men in the operation and maintenance of one of the ship's four engine rooms.

Nesbitt enlisted in the Navy in 1968 but left four years later. After a stint as a printer for a Spokane, Wash., newspaper, he re-enlisted in 1975. Later, he read about *New Jersey*'s scheduled reactivation and volunteered for duty. He reported aboard in September 1981.

"Actually, I've been personally campaigning for *New Jersey*'s reactivation for about five years," he said. Nesbitt

is a member of the American Battleship Association and represents *New Jersey* at meetings. He also belongs to the Battleship New Jersey Historical Society.

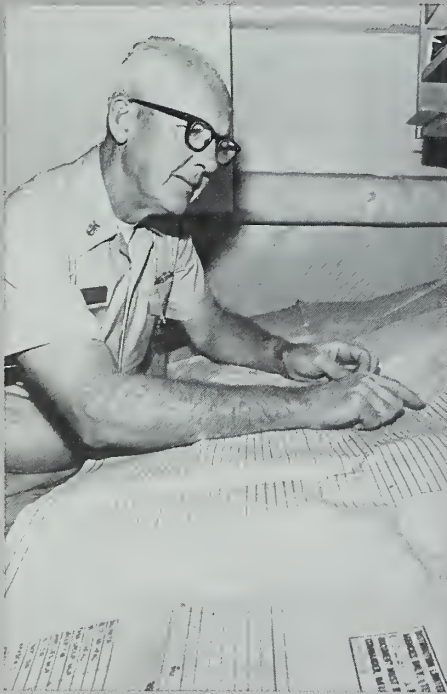
Nesbitt, like many of the *New Jersey* crew members, lives in San Diego. All during the pre-commissioning duty, he got home from Long Beach only on weekends. "But my wife understands," he said. "The *New Jersey* is the only ship I've ever really wanted to be aboard so my wife accepts the separation. It's the price we had to pay."

Nesbitt said he plans on making the Navy his career and hopes to continue serving aboard battleships. And he's quick to recommend the Navy to others. "I've met some great people and have had a chance to travel. At the end

*MM1 Bill Nesbitt, first machinist's mate to report aboard.*



# USS New Jersey



Thirty-seven year Navy man ETCM Merle Long is glad he stayed. "Every time I thought about leaving, there was always something interesting happening," he said.

of the day I feel like I've done an honest day's work."

He added, "If you ask me what is the most important thing I've gotten out of the Navy, I'll tell you that it's duty aboard the *New Jersey*."

Chief Gunner's Mate Don Davis transferred to the Fleet Reserve six years ago. But he recently returned to active duty to serve aboard *New Jersey*—for the third time.

"Nothing has changed," Davis said. "The first thing I did when I went aboard this time was go back to the chiefs' quarters. My name was still on my old locker."

Davis, just before the battleship's recommissioning, was the only 16-inch

gun turret captain on active duty. He first served aboard *New Jersey* as a seaman in 1956. He was on board a second time in 1968 as a chief, and he helped decommission the ship in 1969.

After 24 years in the Navy, Davis was released from active duty, transferring to the Fleet Reserve in 1975. Then he heard they were bringing *New Jersey* back. "I had a few phone calls

## Newman's Navy

Machinery Repairman First Class Don Newman served four years as a ranger in the 101st Airborne Division before he enlisted in the Navy in 1966. At that point, he joined his seven brothers in "Newman's Navy," a title bestowed on his family by the citizens of Twin Falls, Idaho.

"There was a billboard on every road coming into town that read, 'Welcome to Twin Falls, the home of Newman's Navy,'" he said. "It was a real honor for my folks."

According to Newman, it's in the *Congressional Record* that the Newmans hold the record for longevity in any service by a one generation family—130 years. In 1971, his late mother, Mildred, was named "Military Mother of the Year."

Today, after duty aboard eight other ships, he is in charge of one of *New Jersey*'s machine shops where, according to Newman, "we have the equipment to manufacture practically anything we would ever need on board."

Newman is proud of *New Jersey*'s history and proud of being called to

serve on the recommissioned battleship.

"It's the military that keeps this country free," he said. "I'm proud that I've a part in it and can call myself an American."

—JO1 Cheryl Campbell

MR1 Don Newman at a 36-inch turret lathe, used to bore large valves to a very high degree of accuracy.





from Washington, asking me if I was interested in coming back on active duty. I volunteered because I love the Navy, I love this ship, and I was needed. Those feelings are difficult to deny."

And so, Davis returned in September 1981 and reported aboard immediately.

"On the bulkhead in the second gun

turret, there's a brass plate with the names of the last turret crew to serve aboard," Davis said. "My name's on top as the turret captain. Things like that make me feel real sentimental about this ship."

Admitting he's older than the average crew member, Davis said, "The Navy needs a few older guys because there's nothing like experience. You can't get 25 years of experience out of a book. I plan on doing my four years on this hitch, then I'll ship over for six more. After that," he added, "maybe I'll make it a career."

Master Chief Fire Control Technician Al Gambetta was on the pre-commissioning crew of *New Jersey* in 1967 when the ship was being readied for Vietnam service. He recently postponed leaving active duty so he could serve aboard again.

"The first time I walked aboard her in 1967, I knew I was in love—in love with *New Jersey*," he said. "This ship grows on you. There's something that

*Left: Twin brothers Tom and John Reutter (l-r) both enginemen third class, volunteered for duty in New Jersey while serving in the destroyer USS Conolly (DD 979). John says their parents are proud of their Navy connection—their father was in the Navy during World War II—"and if it had been possible, he would have joined us." Below: HTI Wayne Copass (left) gives the younger sailors the benefit of his experience.*

sticks with you no matter where you go when you leave it."

As the command master chief, Gambetta is the main link between the crew and the executive and commanding officers. That position is reserved for the most experienced and usually—although not necessarily—the most senior man aboard. Gambetta was asked to apply for the billet while he was serving at the Fleet Training Center San Diego. He was chosen from among 10 master chiefs under consideration and reported aboard *New Jersey*, his eighth ship, in October.

"I act as the crew's representative," Gambetta said. "It's my job to interpret the CO's policies and let him know if there are any problems."

With 24 years' service, Gambetta says he's going to concentrate on his job. "There's a tremendous amount of pride in this ship," he said. "I feel we're going to set the standards for every other ship in the Pacific Fleet, and I'm ready to put *New Jersey's* crew up against any other in the fleet."

Master Chief Hull Maintenance Technician John Giles had intended to retire in 1980. He had already seen service on five ships. But he changed his mind.

"When I heard they were bringing *New Jersey* back, I decided to stick





# USS New Jersey

around because I wanted to experience duty aboard a battleship," he said. "So far, it has exceeded my expectations."

Giles said he has a feeling of history about *New Jersey*—a closeness with its past.

"As I walk through the old admiral's quarters, I think about where the ship has been and what it has done," he said. "Its history is overwhelming, and I'm proud to help in beginning a new chapter in *New Jersey*'s history."

Senior Chief Gunner's Mate Jim Smith had just transferred to the Fleet Reserve in August 1980 after 21 years of Navy service. Shortly thereafter, he received a telephone call from Washington.

"They told me they were looking for experienced people to serve aboard. I thought about it, and here I am," he said. "And I don't think I sacrificed anything when I came back in. All I was doing was fishing."

*GMCS Larry Pousson (center at right) and GMCS Don Davis (below) are "old hands," having served aboard New Jersey during the battleship's last active service.*

That was in December 1981 when Smith reported aboard. Now he says he's playing his career by ear. "As long as they need me, I'll stay. That's what I like about the Navy, though—the challenge. Every day it offers a different challenge."

"Right now, *New Jersey* is my challenge," he added. "To me, the ship is the fleet, and all I want to do is get it under way."

Hull Maintenance Technician First Class Wayne Copass, a Navy veteran

who returned to active duty to serve aboard, has a special bond with this battleship—his late father served aboard in 1946.

"Sometimes when I look at the ship, I think about my father, a chief machinist's mate," Copass said. "He transferred to the ship after World War II and went on a round-the-world cruise in 1946. Now, I try to imagine where my dad worked and slept on the ship."

Copass joined the Navy in 1949, left to get married in 1953 and then enlisted in the Naval Reserve in 1966. He used his Navy skills as a pipefitter to become head civilian custodian aboard the battleship *Massachusetts* (BB 59), now a memorial in Fall River, Mass.

"Working on *Massachusetts* was a challenge," Copass said. "I've always liked ships, and I thought working on it was fascinating. But I've always wanted to serve aboard a battleship in commission."

Year before last, Chief of Naval Operations Admiral Thomas B. Hayward personally requested Copass to return to active duty because of his extensive knowledge in the maintenance of battleships. He reported aboard in February 1982.

"I don't think I gave up anything by coming back in," Copass said. "My family thinks it's the best thing I've ever done."

That's the way a lot of the people in *New Jersey* look at what they're doing—as the best thing they've ever done. They're the ones who have breathed some of their own lives into the ship, who with dedication and commitment have lined up to identify themselves with the ship.



*Compiled from contributions by JO1 Cheryl May Campbell, JO2 Leah M. Nelson, JO2 Walter A. Rekoski and JO2 Howard Samuelson, Navy PA Center, San Diego.*

*—Color photos by PHC Terry Mitchell and PH1 Harold Gerwien*

*—Black and white photos by PH1 James H. Wallace and PH2 Tami Stout*





# Portfolio of USS New Jersey

# USS New Jersey

*“As the recommissioning of this ship demonstrates, we are rearming with prudence, using existing assets to the fullest.” \**









# USS New Jersey





*“...those who worked on the New Jersey...are a great team and you did an outstanding job in putting her back into fighting trim.” \**





*“The price of peace is always high—but considering the alternative, it’s worth it.” \**





*“The New Jersey... will depend on the ability, dedication, and yes, patriotism of you, her crew.” \**

\* President Ronald Reagan at recommissioning of USS *New Jersey* (BB 62)



USS *New Jersey* (BB 62) was launched Dec. 7, 1942, at the Philadelphia Naval Shipyard. Sponsored by Mrs. Charles Edison, wife of Gov. Edison of New Jersey, it was commissioned on May 23, 1943.

*New Jersey* completed fitting out and trained her initial crew in the western Atlantic and Caribbean. On Jan. 7, 1944, she passed through the Panama Canal bound for Funafuti, Ellice Islands. She reported there on Jan. 22 for duty with the Fifth Fleet, and three days later rendezvoused for the assault on the Marshall Islands.

*New Jersey* became flagship of Admiral Raymond A. Spruance's Fifth Fleet on Feb. 4 and took part in surface and air strikes against the Japanese on Truk.

The battleship then sailed with Rear Admiral Marc A. Mitscher's flagship *Lexington* (CV 16) on strikes against Mille. Rejoining Task Group 58.2, it attacked shipping in the Palaus and bombarded Woleai. Later, *New Jersey* screened the carrier strikes at New Guinea and again struck installations at Truk in April.

In the invasion of the Marianas, *New Jersey* was in the screen and bombardment group of Admiral Mitscher's task force and took part in the "Marianas Turkey Shoot," during which the Japanese lost some 400 planes. *New Jersey's* final contribution to the conquest of the Marianas was in strikes on Guam and the Palaus.

For the next eight months—as flagship of Admiral William F. Halsey's Third Fleet—*New Jersey* operated out of Ulithi.

In September 1944, the targets were in the Visayans and the southern Philippines, then Manila and Cavite, Panay, Negros, Leyte and Cebu. Raids on Okinawa and Formosa followed in preparation for the Leyte landing, Oct. 20.

At the opening of the Battle of Leyte Gulf, planes from the carriers guarded by *New Jersey* struck hard at both the Japanese south and center forces, sinking a battleship on Oct. 23. The next day Halsey's carriers sank four of the Japanese carriers, as well as a destroyer and a cruiser. *New Jersey*, in the meantime, steamed south at high speed with a surface task group to counter an attack by Japanese battleships and cruisers on our forces off the island of Samar. By the time *New Jersey* reached the area, however, the Japanese had withdrawn.

*New Jersey* rejoined her fast carriers near San Bernadino Oct. 27 for strikes on Luzon. Two days later, *New Jersey* shot down a plane whose pilot maneuvered it into *Intrepid's* (CV 11) port gun galleries.



# Voyage of New Jersey

(During a similar action a month later, *New Jersey* shot down a plane diving on *Cabot* (CVL 28) and hit another before it smashed into *Cabot*'s port bow.)

*New Jersey* sailed with the *Lexington* task group for attacks on Luzon Dec. 14 through 16. The battleship then found herself in a furious typhoon which sank three destroyers.

Between Dec. 30 and Jan. 25, the battlewagon made her last cruise as Admiral Halsey's flagship. She guarded the carriers in their strikes on Formosa, Okinawa and Luzon.

In support of the assault on Iwo Jima,

to cruise Northern European waters since the beginning of World War II. More than 2,000 Naval Academy and NROTC midshipmen received sea-going experience. In Oct. 1947, *New Jersey* was inactivated at the New York Naval Shipyard.

Recommissioned Nov. 21, 1951, *New Jersey* was bombarding the Korean coast at Wonsan by mid-May of 1952. It was on the first mission that she received her only combat casualties of the Korean War—one man was killed and two severely wounded when a shore battery hit the ship's number one turret.

Between May 23 and July 12, *New Jersey*

air and surface strikes. She came under fire at Wonsan, but her 5-inch guns silenced the counter-fire, and her 16-inch shells destroyed five gun emplacements and four gun caves. On July 11 and 12, *New Jersey* fired one of the most concentrated bombardments of her Korean duty. For nine hours the first day and for seven the second, her guns slammed away on gun positions and bunkers on Hodo Pando and the mainland at Wonsan. Later, she smashed radar control positions and bridges at Kojo.

*New Jersey* continued pounding coastal guns, bridges, a factory area and oil storage tanks until the truce ended the conflict. She returned to Norfolk in November 1953; during the next two summers, she crossed the Atlantic with midshipmen on board for training.

Following duty with the Sixth Fleet, she took part in the 1956 spring program of training operations. That summer she again carried midshipmen to Northern Europe for training. She returned to the states and, on Dec. 14, arrived at New York for her second inactivation.

*New Jersey*'s third career began on April 6, 1968, when she was recommissioned at Philadelphia Naval Shipyard. Fitted with improved electronics and a helicopter landing pad and with her 40-millimeter battery removed, she was tailored for use in Vietnam as a heavy bombardment ship. Near the 17th Parallel on Sept. 30, the dreadnought fired her first battle salvos in more than 16 years.

The next six months fell into a steady pace of bombardment and fire support missions along the Vietnamese coast, broken only by brief visits to Subic Bay and replenishment operations at sea. She arrived at Yokosuka for a two-day visit, sailing for the United States on April 9. While she was still at sea, North Korean jet fighters shot down an unarmed EC-121 "Constellation" electronic surveillance plane over the Sea of Japan. A task force was formed and sent to the Sea of Japan, while *New Jersey* was ordered to come about and steam toward Japan. On the 22nd, she arrived once more at Yokosuka, and immediately put to sea. As the crisis lessened, *New Jersey* was released to continue her interrupted voyage.

*New Jersey* arrived at Long Beach in September; her colors were hauled down, and she entered the inactive fleet on Dec. 17, 1969. The battleship earned the Navy Unit Commendation for Vietnam service. She has received nine battle stars for World War II, four for the Korean War and two for Vietnam.



*New Jersey* screened the *Essex* (CV 9) group in air attacks from Feb. 19 to 21, 1945, and also for the first major carrier raid on Tokyo (Feb. 25). *New Jersey* was directly engaged in the conquest of Okinawa from March 14 until April 16.

During the final months of the war, she was overhauled at Puget Sound Naval Shipyard, and in July became flagship for the Fifth Fleet under Admiral Spruance. Brief stays at Manila and Okinawa preceded her arrival in Tokyo Bay on Sept. 17. She remained there until January 1946 when she took aboard nearly 1,000 troops with whom she arrived at San Francisco. After West Coast operations and a normal overhaul at Puget Sound, *New Jersey*'s keel once more left the Atlantic, returning to Bayonne, N.J., May 23, 1947.

Between June 7 and Aug. 26, *New Jersey* formed part of the first training squadron

*USS New Jersey heads up the East River in New York on Feb. 3, 1948, to begin her first inactivation.*

pounded targets at Yangyang, Kansong and Wonsan, dispersing troop concentrations and destroying ammunition dumps and a bridge.

*New Jersey* continued to aid Republic of Korea troops with harassing fire by night and by breaking up counterattacks by day.

Aside from a brief break in firing in September, *New Jersey* was heavily engaged in bombardment and gunfire-support missions along the North Korean coast for the remainder of 1952. On Dec. 20, the battleship returned to Norfolk, Va., for a six-month overhaul. Later she prepared and trained for her second Korean tour, for which she sailed on March 5, 1953.

At Kojo, Hungnam, Wonsan and Songjin, *New Jersey* added her muscle to major



# Bearings

## Reserve Chaplain Saves Scrolls



Temple Tifereth Israel synagogue in Everett, Mass., was engulfed in flames one night last August. The synagogue's Torah Scrolls, priceless spiritual treasures more than a century old, were in danger of being destroyed. Loss of these handwritten parchments containing the books of Moses would have a profound impact on local worshippers.

Despite an earlier rescue attempt that failed, and knowing the danger they faced, five volunteers donned oxygen masks and fought their way through the blaze to a cabinet containing the scrolls. One of those was Rev. Dennis Conte, a lieutenant commander in the Naval Reserve Chaplain Corps and resident priest at St. Anthony of Padua Church in Revere, Mass. He is also volunteer chaplain for that city's fire department.

Upon reaching the scrolls, the volunteers formed a chain of bodies and began to pass the scrolls out through a nearby window. "We had just begun passing a few of the scrolls when an explosion occurred above our heads," Conte said.

The force of the explosion knocked the men about the room and tore off their masks. "The suspended ceiling

above us turned into blobs of fire that kept coming down around us," Conte recounted.

Fighting to survive the flames and dense smoke, some of the men were able to retrace their steps out of the building; the others tried to get to the window. Conte delayed his own exit to help two men who had fallen over a railing into another room several feet below. He then used a bookcase as a ladder to get himself up to the window where he was pulled to safety.

Some of the scrolls were still in the building, however, and after receiving treatment for smoke inhalation, Conte entered the burning building three more times to retrieve the rest of the

scrolls as well as other religious articles.

Four times that night Conte faced death. But his heroic actions helped save the priceless treasures so important to the Jewish congregation. For his personal courage, the city of Revere awarded him the Certificate of Merit, its highest distinction of honor. He also received a letter of commendation from the city of Everett, plus several letters and awards from religious communities.

In keeping with the finest Navy traditions, even though in a civilian capacity, Lieutenant Commander Dennis Conte demonstrated his willingness to endanger his life to help others.

—Story by JO2 Weldon MacDonald Jr.  
Photo by JO2 James P. Woodworth  
NavInfo Boston



**DMSN Robert M. Henry** receives a plaque of appreciation from Commodore J.S. Disher, Commandant Naval District Washington, for his barracks artwork. Henry painted 18 murals on the walls of UEPH Bldg. 403 at Fort Myer, Arlington, Va., during his weekends and while on leave. His regular duty is in the Print Media Division, Navy Internal Relations Activity, where his work is often featured in *All Hands*, *Navy Editor Service*, *Captain's Call* and *Direction* magazine.



## Kennedy's Kids



Capt. D. Bruce Cargill, commanding officer, chats with one of the young visitors aboard USS John F. Kennedy. Photo by PH2 Steven Colagiovanni.



**Orion celebrates.** On Sept. 30, the crew of the submarine tender USS *Orion* (AS 18) celebrated the ship's 39th anniversary with a traditional cake cutting. Capt. D.B. Branch, *Orion's* commanding officer, and MR3 James Gardner get an assist from Lt. Christina Beardsley, MS2 Alex Williams and MSCM Pablo Sequio.

Photo by PH2 Scott A. Devoe, USS *Orion* (AS 18).

Sixteen handicapped children in wheelchairs were rolled up the brow of USS *John F. Kennedy* (CV 67), closely followed by four others who were able to make the steep climb on their own. They were students from the Lakewood Education Center, a Norfolk, Va.-operated school for the handicapped.

Although warmly welcomed by sailors and marine escorts, the children were a little hesitant at first. They warmed up quickly, however, at the smiles on the faces of the *Kennedy* men and soon were full of enthusiastic questions.

The special visit was coordinated by Chaplain Michael A. Walsh and Chaplain George P. Byrum. According to Byrum, the children "...were so excited to get the opportunity to take such a tremendous outing. It was fortunate that we were able to share this visit with them."

The children were taken on a tour of the hangar bay and had a ride on an elevator up to the flight deck.

"They were so bright—and so full of questions," said Airman Apprentice Allen G. White. "They asked about the planes and how they take off and land. And they really got a kick out of meeting 'Super K'"—*Kennedy's* costumed "super hero" who made an appearance for the children.

"The *Kennedy* is also a financial sponsor of a school for the deaf," Walsh added.

A treat of cake and ice cream also got full approval from the kids who, all too soon, had to return to the bus and the trip back to the school. They went with memories of a special visit and left behind special feelings among the members of the *Kennedy* crew.

Walsh expressed it for everyone: "The children set such a wonderful example for us. It gave us an opportunity to stop and take a look at our lives—and count our blessings."

—By JOSN Sharry R. Han  
USS John F. Kennedy (CV 67)

# Bearings

## Career Transition for Retirees

If retirement from your military career is on the horizon, you might find the change to a civilian environment quite a jolt—especially if you're hunting for a job. However, there are various programs which can help ease the transition.

One is the Career Awareness Program at Naval Air Station Lemoore, Calif. Established in July 1978, the program already has helped some 250 military retirees make the transition from a structured military environment into the civilian sector. It also has led about 50 potential retirees to change

their minds and stay on in the military service.

The program, sponsored by the Navy, the state of California Employment Dept., and West Hills College in Coalinga, Calif., is taught by civilians with the cooperation of local companies, personnel managers, interviewers and supervisors who sit on panels and are available for help. It is conducted in a civilian atmosphere, but Navy career counselors are available to assist the participants. A clinical psychologist also is available to help participants overcome career transition problems.

The potential retirees learn how to write resumes and handle interviews. They discuss the adjustments they'll

have to make in a new lifestyle. Although the program does not conduct job placement interviews, there is discussion of current jobs available.

The Career Awareness Program at Lemoore is one example of how Navy commands help their members at all stages of their careers.

You can learn more about the Career Transition Program from Master Chief Aircraft Maintenceman Frank Waite, commercial (209) 998-3610, of Commander Light Attack Wing Pacific Fleet, or Patrick Ford, the Veterans representative with the State of California Employment Development Department, commercial (209) 584-9261, Ext. 23.

## 'Batman' Trace Ancient Greek Footsteps

Proud, tired and sore was how 14 members of Patrol Squadron 24 felt after they followed the route which an unknown runner ran when he announced the Athenian victory over the invading Persians way back in 490 B.C.

The squadron's commanding officer, Commander Phil Perine, put a note in the plan of the day looking for squadron members interested in competing in the 26-mile marathon in Athens, Greece. To his surprise, 24 people attended an organizational meeting.

"We assumed that anyone who could run six miles a day had a 90 percent chance of completing the 26-mile marathon," Perine said. "We prepared a 13-week training schedule that the crew worked on, even after a day's flying."

Covering 26 miles and 385 yards, the Athens Open International Marathon has been run every October since 1972. Most of the VP-24 runners had never participated in a marathon, but this one drew their attention because it was the "original" marathon.

The race followed the course used in the first modern marathon held in Ath-



ens during the 1896 Olympic Games. From the starting line, near the small village of Marathon, the runners ran through the rural countryside. The finish, at the 70,000-seat Olympic stadium in downtown Athens, could be reached only by running up hills and through traffic-congested streets of the city.

Open to both sexes and all ages and nationalities, the marathon has no qualifying time. In 1981, of the 1,300 runners representing 25 countries who

*One-third of the way along the course, VP-24 runners (l-r) Lt. Eric Helleberg, AMH3 Dan Best, Lt. Kevin Lasher and Lt.j.g. Mike McPadden are still smiling.*

started, 1,047 finished. The 1982 race had more than 1,500 participants.

While it took some of VP-24's runners about five hours to finish, everyone met the goal of completing the marathon. Their training obviously paid off.

*—From Naval Station Rota*



## What It's All About

Student naval aviators entering Training Squadron Four at Naval Air Station Pensacola, Fla., are hit with a barrage of assignments and duties clearly designed to push them to the limit of their mental and physical capacities. Gradually, though, they begin to feel the pride of accepting the challenges of the world's most demanding flight training program.

Commissioned in May 1960 from Basic Group Nine, VT-4 was initially assigned the task of instructing all "jet pipeline" student pilots in air-to-air gunnery and carrier qualification. In October 1971, their mission was altered to provide training in all phases of the basic "jet flight syllabus," adding jet transition, precision aerobatics, basic and radio instruments, formation and night flying to gunnery and carrier qualification.

In October 1972, VT-4 proudly became the only dual mission pilot training squadron in the Naval Training Command, training students through intermediate and advanced strike jet training. The unit has become the principal training squadron for foreign military aviators.

Students find their first challenges in the classroom where they are taught aerodynamics, meteorology, instrument procedures and visual flight regulations. Then the aspiring young flyers are ready for their first jet aircraft flights.

They progress through instrument familiarization and formation stages of flight before undertaking night familiarization, and for air-to-air gunnery stages. They learn to fly the optical landing system's "meatball" with professional consistency and respond to the direction of the LSO ashore before carrier qualification flights aboard the USS *Lexington* (AVT 16) in the Gulf of Mexico.

After training lectures and simulator sorties in the 2F90, the eager young pi-



lots are prepared for their first flights in the TA-4J *Skyhawk*. They progress through single-plane flight, two- and four-plane formations, night familiarizations and operational navigational stages before any air combat maneuvering or weapons training.

Carrier qualifications are the final stage. Two "touch and go's" and six arrested landings on board an aircraft carrier climax the training at VT-4. By this time, the student has had 100 flight hours and four arrested landings in the intermediate strike syllabus.

From the first preflight inspection of a jet aircraft to the final arrested landing in the training command, the student aviator is taught by professionals dedicated to standards of excellence. After receiving their "Wings of Gold," the newly designated aviators leave the squadron with a very solid career foundation. They have become examples of the proud motto of Training Squadron Four: "Professionalism in Aviation."

—By Lt. Allen W. Grahm  
VT-4, NAS Pensacola, Fla.

## 1982 Ney Awards

For the 25th consecutive year, the Ney Award for excellence in food service was presented to the best ashore and afloat units throughout the Navy. The Ney Award is perhaps the jackpot in recognition for mess management specialists and food service officers who provide their people with exceptionally good food, a clean environment and a sense of concern and service for their shipmates.

The silver anniversary winners gathered in Reno, Nev., for festivities which included guest speakers, live music and displays highlighting recipes dating back to 1909. Also on display were tools of the food service profession including antiquated service trays and flatware.

Chief of Naval Material Admiral John G. Williams Jr., the keynote speaker, summed up efforts of the mess management specialist community saying that their achievements have increased morale and directly impacted on recruiting and retention.

The 1982 Captain Edward F. Ney Memorial Awards were presented to the following commands: small afloat—USS *Tecumseh* (SSBN 628) Blue; medium afloat—USS *Moinester* (FF 1097); large afloat—USS *Frank Cable* (AS 40); aircraft carrier—USS *Midway* (CV 41); small ashore—Naval Station, Seattle.

Winner in the large ashore category was the Naval Technical Training Center, Corry Station, Pensacola, Fla., for the second consecutive year.

—By D. Spampinato  
NFSO, Washington, D.C.

# Living a Life in Harmony

Care for a little tinkly piano music? Or maybe a nice three-piece combo for dancing? How about something a bit more elaborate—like a jazzy show band, country music group or even a full-dress ceremonial band? No matter what your musical requirement may be, the U.S. Navy Band at the Naval Air Station Memphis can fill the bill.

This band remains busy year-round—performing at military and community events across the midsouthern region of the United States—and Chief Warrant Officer Jerry Clements is its leader. Clements, whose job as maestro involves more management than performance, said that scheduling the Navy Band is a complicated business.

"We are divided into three different band groups here," he explained. "Country Empire," the rock group "Atlantis," and "Sternwheel Drive," the show band. In addition, the 25 musicians also form the air station's ceremonial band. "That's why scheduling requires a bit of juggling," Clements added, "and a color-coded calendar to keep track of the units and their separate gigs."

The services of the band are quite popular. They perform about 550 times a year and participate in everything from high-level military ceremonies to such small-town events as the "Watermelon Festival" in northern Mississippi.

Public performances have made the band and its leader well known in the community. But Clements—an accomplished "brass man" whose specialty is the trumpet—has never needed an introduction. He was born in Water Val-



ley, Miss., just across the border from Memphis. In addition, he has made a local name for himself with the "Jerry Clements Orchestra."

The dance band specializes in Dixieland jazz—Clement's favorite type of music. Not only is he a featured performer in his own band, Clements also gets a chance to play horn with Sternwheel Drive as a trumpet soloist. Occasionally, he goes out on a gig with one of the small combos "to keep my hands in the pudding."

The chief warrant officer is content

with his role as a military musician. He doesn't hanker after the glitter of a civilian career; according to him, such glitter tarnishes quickly. "It might sound glamorous to be in a big name band," he said, "like Buddy Rich or Maynard Ferguson—but stop and think. These people are always on the road, usually doing one-nighters; they drive a couple hundred miles, set up and play a concert, and next day start all over again. This gets old pretty quickly, and you don't always make a lot of money. Besides, there's little se-



curity in it, and you encounter some rough elements—drugs and alcoholism, and the like. It's a tough life—one-nighters and honky-tonks."

In comparison, Clements feels his career with Navy Band Memphis has everything going for it. "I have the chance to do a variety of things in music. I can perform, I can conduct, I can arrange—and still have a good, solid income with good working conditions. It's just an excellent opportunity."

Of course Clements pays a price in that, as he said, "there's bound to be a conflict between creativity and the regimentation of military life. But that's the way the job is, and the Navy musicians have to accept it."

Clements noted that the band's ceremonial performances impress audiences, and the musicians realize that such performances are the basic reason why military bands exist. But these functions become routine to those who perform.

Clements mentioned that travel requirements are another routine that may get monotonous, just like many commercial bands. "It isn't uncommon for our ceremonial band to travel hundreds of miles just to do a 30-minute program—the national anthem,

three or four marches and maybe a set of honors."

So the demands of a military musical career present the band leader with a challenge: Keep the band members artistically satisfied. Clements is helped in his efforts by the fact that the band isn't forced to get by on a steady diet of ceremonial music. Their musical fare is frequently spiced with country, jazz and rock repertoires. "By encompassing many types of music," said Clements, "we attempt to cater to the preferences of the individual musicians."

Each band member is also encouraged to pursue creative outlets. "We try to put them in contact with local musicians," the leader continued. "For example, did you know that both Charlie Rich and Isaac Hayes have headquarters in Memphis?"

Clements noted that the area is alive with musical events: jam sessions, discussions, university performances, and so on. Clements also said that Navy Band members are encouraged to take special music classes on the side, as well as use their free time to engage in musical performances of their own.

Clements practices what he preaches and is involved with numerous musical pursuits off the job. When he's not studying musical education at Memphis State University or keeping up with his full dance band schedule, he uses extra time by filling in with a combo, going on the road with Navy Band Memphis, attending jazz performances or just listening to jazz trio albums at home.

It's a well-rounded musical environment that Clements inhabits, where various melodies harmonize, and sour notes are dealt with one at a time.

—Story and photos  
by JOI Melanie Morrell  
NAS Memphis, Tenn.

*CWO Clements may be all business when leading the band or scheduling gigs, but he shows that his job does have light moments as he jokes (left) with MUCS Dave Johnson (center) and MU2 Ralph Sallee (right) during a rehearsal.*



# Currents

## *Navy policy on sexual harassment*

The Navy has issued a new instruction calling sexual harassment "a form of arbitrary discrimination which is unprofessional, unmilitary and adversely affects morale and discipline and ultimately...mission effectiveness."

OPNAVINST 5350.5 states, "Sexual harassment will not be condoned or tolerated in the Navy."

The new regulation makes every senior officer responsible, within the chain of command, for countering sexual harassment "swiftly, fairly, and effectively." Substantial complaints will prompt quick and appropriate disciplinary action, either under the Uniform Code of Military Justice or other established grievance procedures.

## *Bus discount program reinstated*

Active duty military people, their family members and service academy students can again take advantage of special bus discount fares when traveling at their own expense in the 48 contiguous states. The interstate new discount fares, offered by 64 companies, are patterned after the 1982 bus discount program.

The following discounts are available:

- When the standard adult one-way fare is between \$30 and \$40, the reduced interstate fare will be \$30.
- A 25 percent discount will be applied when the standard adult one-way interstate fare is between

\$40 and \$60.

—The discount fare is a flat \$45 when standard interstate fare is between \$60 and \$75.

—A 40 percent discount will be applied when standard interstate fare is more than \$75.

Active service members do not have to wear uniforms to take advantage of the special discounts. They and their family members should, however, be prepared to furnish military identification. Family members must travel with their active duty military sponsor to receive the discounts. Family members age 5 and under may travel free.

## *Blue Angels to select pilots and leader*

The U.S. Navy Flight Demonstration Squadron, the Blue Angels, will select two pilots and a flight leader this year for the 1984 team. Interested officers should submit applications as soon as possible for selection in September.

An applicant for demonstration pilot should be a tactical jet pilot with 1,500 hours flight time, a regular naval officer, and rolling to or on shore duty. Letters of application should be endorsed by the commanding officer and forwarded to the Navy Flight Demonstration Squadron with a copy to the Chief of Naval Air Training and the Chief of Naval Personnel (Pers-433A).

Officers interested in the flight leader position must have 3,500 hours flight time, be a lieutenant

commander or commander, screened for aviation command, and preferably (though not mandatory) have had command of a tactical jet squadron. Flight leader applicants should submit their letters directly to the Chief of Naval Air Training with information copies to the Commanding Officer, Navy Flight Demonstration Squadron and the Chief of Naval Personnel (Pers-433A).

All letters of application should include experience and qualifications. For further information call the Blue Angels (Autovon: 922-2584/2585, commercial: 904/452-2583/2584) or write to the Blue Angels, Naval Air Station, Pensacola, Fla. 32508.



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## *Year-end military manpower figures are good*

Secretary of Defense Caspar W. Weinberger announced recently that in terms of both recruiting and retention, fiscal year 1982 was one of the best years since the beginning of the all-volunteer force, better than most years under the draft and surpassed even the excellent results of last year.

DoD overall re-enlistment rates were higher than they have been since 1964, resulting in improved levels of manpower readiness. The number of people in operating units, the number of career enlisted people and the number of key, midlevel leadership and critical jobs that are filled by experienced people have increased dramatically.

Each military service met or exceeded its overall recruiting objectives. In terms of quality, 86 percent of all new recruits had a high school di-

ploma. Eighty-seven percent scored above average on enlistment tests (89 percent in the Navy), and 37 percent were in the top two categories.

Admiral James D. Watkins, Chief of Naval Operations, expressed his appreciation to "all members of the Navy's retention team who helped make FY 82 such a successful year for both officer and enlisted retention." He said, "Credit for this accomplishment is shared by chief petty officers, leading petty officers, command career counselors, division officers and upward through the chain of command." He added, "Maintaining the momentum attained in FY 82 is essential to meeting Navy's long-range requirements to man the fleet of the 1990s. Well done."

## *CREO changes listed*

A new career re-enlistment objectives directive, OPNAV Instruction 1160.4 of 26 October 1982, contains major changes affecting entry into certain ratings.

For male enlisted personnel, the AC rating has moved from the "controlled" category to "A" school required." The AMS rating has moved from controlled to "open." FTM and SH have changed from open to controlled, and the TD rating has been closed. The ASE, DK, MA and ST ratings have moved into CREO group "A," while AC, AQ, AT, AW, BT, CTT, QM and IS have been changed from group "A" to "B."

For female enlisted personnel, the OS rating has moved from open to closed, and the TD rating from controlled to closed. AMH, ET, IM, ML, MR, NC and OM have been added to CREO group "A," and AC, AD, AE and AQ have been moved from group "A" to "B."

Open ratings are designed to attract a large

number of strikers by making it easier to enter those fields. Commanding officers simply screen candidates and authorize designation of qualified personnel as strikers. No personnel may enter closed ratings, and requests to do so should not be submitted.

Controlled ratings may be entered by the best-qualified personnel only when authorized by Commander, Naval Military Personnel Command. Commanding officers are required to screen candidates for these ratings and submit quota requests to NMPC-483 on an Enlisted Personnel Action Request (NAVPERS 1306/7). An NMPC selection board then reviews all requests, considers the CO's endorsement, Navy manning requirements and specific manning shortages in the applicant's unit, and approves participation in the rating exam for those who best qualify. Deadline for submission of quota requests is July 15 for the September exam.

## *They're coming out for Iowa recall*

More than 3,700 retirees and reservists have answered the battleship *Iowa*'s initial request for volunteers. The first call ended Dec. 31 with 2,796 fleet reservists, 524 selected reservists and 396 retired people requesting active duty assignments aboard *Iowa*.

Senior enlisted detailers at the Naval Military Personnel Command will screen the applications. Selectees for the first increment of 249 enlisted billets will be notified in April. They'll report to

precommissioning training at the Fleet Training Center, Norfolk, Va., in November 1983 and will join the ship in January 1984. The battleship is scheduled to be recommissioned in January 1985.

A second recall period, Jan. 1 through March 31, is aimed at filling 329 additional enlisted billets. These selectees will report to Norfolk in January 1984 and to the battleship in March 1984. Applicants not selected for the first *Iowa* increment will be automatically reconsidered.

## *Worth mentioning...*

**Changes in the Civilian Health and Medical Program of the Uniformed Services** instituted to contain rapidly rising program costs became effective Jan. 1, 1983. The revisions will require some people previously eligible for treatment in civilian health centers to seek care at relatively nearby military medical facilities. For more information on how they may be affected, CHAMPUS-eligible individuals should contact local health benefits advisers, who should receive information on changes in the near future.

**Norfolk-based frigate USS Truett (FF 1095)** rescued two British citizens recently after their sailboat was caught in a storm and blown off course in the eastern Mediterranean. After four days lost at sea, the two men were hungry and tired but in good health.

They had been sailing from Turkey to Limassol on Cyprus aboard a 27-foot sloop when they were caught in a storm. They subsequently ran out of fuel and had lost electrical power when *Truett* provided assistance more than 80 nautical miles from land. *Truett* towed the sloop to the vicinity of Cyprus where a local salvage ship took over. The frigate is operating with the U.S. Sixth Fleet in the eastern Mediterranean.

**The frigate USS Capodanno (FF 1093)**, commanded by Commander Robert Anson, donated more than \$28,000 to the Combined Federal Campaign. *Capodanno* presented the check to Captain George S. Allen, Commander, Naval Surface Group Four, Nov. 22, 1982. The amount represents a contribution of more than \$100 per person for the frigate's crew. Chief Sonar Technician Joseph M. Muscatello coordinated *Capodanno*'s successful campaign.

**Air Traffic Controller First Class Richard M. Schmidt**, stationed at NAS Kingsville, Texas, has been selected for the Department of the Navy Vice Admiral Robert B. Pirie Air Traffic Controller of the Year award for 1982. In making the announcement, Secretary of the Navy John Lehman Jr. said that Schmidt's record "exemplifies the highest standards of air traffic control. The expertise and leadership displayed by AC1 Schmidt during the aftermath of the (1981) nationwide controller strike were especially noteworthy. His personal contribution in the formulation of contingency plans, complemented by his direct involvement in facility training program formulation and implementation, greatly enhanced readiness and flight safety."



# The Case of the Studying Storekeepers

"Tenders can fix anything, even a manpower shortage," said Master Chief Storekeeper Larry Shields on board the destroyer tender USS *Yellowstone* (AD 41).

Shields was referring to the special training seminars prepared and conducted by *Yellowstone's* Supply Department for strikers in the storekeeper rating. The Navy is experiencing a critical shortage of trained storekeepers, and Service Group Two ships are among those feeling the pinch.

The four-week training seminars covered the storekeeper 3 and 2 training manual with emphasis on material identification, COSAL, (Coordinated Ships Allowance List), inventory control, accounting practices and material handling.

The students were given classroom training and "hands-on" experience. They also visited other ships and "the world's largest store," the Naval Supply Center in Norfolk, Va.

"Our objectives are the same as the students' objectives—to qualify them to become designated storekeepers and to advance," said the course director, Chief Storekeeper Alicia Aitken.

Seaman Louis Castro, one of the 24 seminar graduates, said, "Now I know where to look to find stock numbers and other parts list information. I also will be able to participate more in my ship's training program."

Fitting in a seminar of this type with the normal business of the tender was a

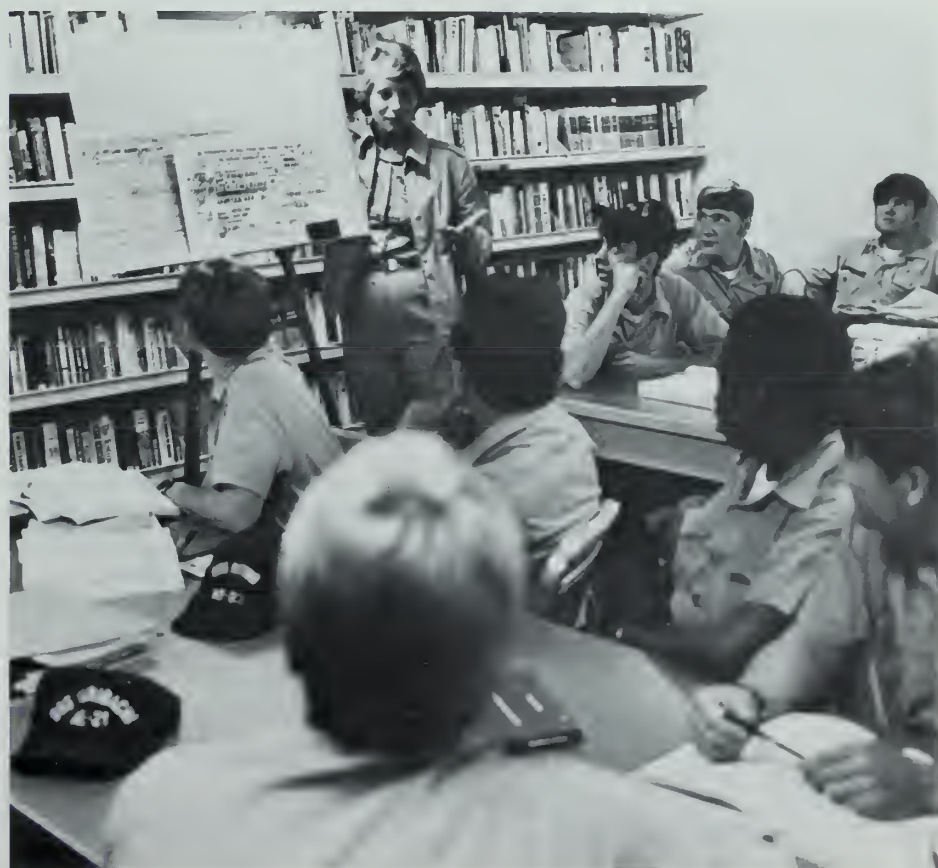
challenge. During the first seminar, the Supply Department simultaneously instructed the students each day and successfully passed its supply management inspection, obtaining seven out of nine "Outstandings." During the second seminar, the Supply Department handled an increased workload because of nearly 30 ships in various phases of tender availability.

*Yellowstone's* involvement stemmed from Service Group Two's quick response which was prompted by their mission," explained supply officer

Commander Donald Parsons. "Our primary mission is logistics, and, as the flagship, *Yellowstone* has the best facilities and qualified personnel to teach the course."

Parsons explained that the course was not designed to replace "A" school, but to fulfill a current critical need for additional shipboard training in the SK rating. Some strikers are unable to attend "A" school due to lack of quotas or other factors.

—by PH2 Darrel Erickson  
(USS *Yellowstone* (AD 41))



*SKC Alicia Aitken teaches storekeeper strikers the ABCs of supply documents during a training seminar aboard the destroyer tender USS Yellowstone (AD 41).*

# Physical Fitness/Weight Control

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## On Your Mark— Ready—Get Set—Go!

The runners are strung out along the 1½ mile course. Some are jogging easily, confident they will be well within the time limit. Others—wishing they were in better shape—find the going tough. Maybe next year they'll do better.

But this is no race—it is one part of a four-part test under the Navy's new Health and Physical Readiness Program. Every year, you and every other Navy person will participate in this new program which establishes the minimum levels of physical fitness and weight control standards, provides guidance and training, and emphasizes the need for a healthy lifestyle.

You might ask, why do I have to be a part of this testing? Isn't my physical fitness my own concern?

The state of your health is your concern, that's true, but because it has a direct impact on your morale, mental alertness and the quality of your job performance, it is the Navy's concern also. Your health can be the determining factor in whether or not commanding officers reach their goals—be they performance levels or victory in battle.

Let's take a closer look at the program. We all know that Navy people are no less susceptible than others to

the effects of sedentary jobs: too many calories and too little exercise. To combat this, the Navy's new Health and Physical Readiness Program gives you the opportunity to participate on three levels.

The first, which is at the command level, will be where 80 to 90 percent of the Navy's program emphasis will occur. Initially, there will be a focus on weight control and nutrition, physical fitness and exercise. Future activities will be added to help people stop smoking, cope better with tension and stress, control high blood pressure, prevent drug and alcohol abuse and lifestyle-related accidents. Within the first level is the four-part annual physical fitness test. The test measures stamina and cardiorespiratory endurance, strength and muscular endurance, flexibility and percent of body fat measurement.

The second level provides health education and counseling for those who do not meet the Navy's standards for weight and fitness.

The third provides residential treatment for those who have been diagnosed as significantly overweight, yet are considered to have potential for continued naval service.

The most essential difference be-

tween this and past programs is the emphasis on promoting total health. It is a fitness program you can live with as a part of your everyday lifestyle. In the past, the focus was on weight control and a minimum level of fitness—this new program sets sights on the future by encompassing means to enable Navy people to maintain their health for life. Wherever possible, spouses and family members of Navy people will receive physical fitness information, education and training. The Navy family can play a significant role in supporting a healthy lifestyle for the member as well as for themselves. In this regard, food service people are being educated throughout the Navy to plan menus and prepare food with good nutrition in mind.

Other fitness programs had been aimed at younger service members. People over 40 were often exempt. Not so now. "Fitness for Life," the theme for this program might very well be expanded to "Fitness for Life for All," because it provides continuous monitoring of health and fitness throughout a person's Navy career. Because of its emphasis on a total health lifestyle, the beneficial effects of the program are expected to improve health and longevity.



ity into one's retirement years.

Motivation also will be an added feature. Commands are encouraged to recognize outstanding performance in fitness testing with awards, certificates and letters of commendation. Such performance will be mentioned in eval-

uations and fitness reports.

Participating in the "Fitness for Life" program can improve your outlook on life, physical appearance and general sense of health and well-being. This will affect the quality of your personal life and carry over into your job

performance and the Navy's state of readiness.

Take the time to use the education and training that will get you in shape. Then, when it is your turn to run the course again, both you and the Navy will finish in first place.

## PHYSICAL READINESS CLASSIFICATION TABLE AND TEST REQUIREMENTS

CLASSIFICATION TEST	Under 30		30-34		35-39		40-44		45-49		50 & Older	
	MEN	WOMEN	MEN	WOMEN	MEN	WOMEN	MEN	WOMEN	MEN	WOMEN	MEN	WOMEN
<b>OUTSTANDING</b>												
1.5 mi RUN	9:45	11:30	10:00	12:00	10:30	12:30	11:00	13:00	11:30	13:30	12:00	14:00
SIT-UPS	100	84	90	75	85	71	80	67	80	67	80	67
SIT REACH	+ 2.0	+ 4.0	+ 2.0	+ 3.5	+ 1.5	+ 3.0	+ 1.5	+ 3.0	+ 1.0	+ 2.0	+ 1.0	+ 2.0
PERCENT FAT	14	18	14	18	14	18	14	18	14	18	14	18
<b>EXCELLENT</b>												
1.5 mi RUN	10:45	13:00	11:00	13:30	11:30	14:00	12:00	14:30	12:30	15:00	13:00	15:30
SIT-UPS	75	63	68	56	64	53	60	50	60	50	60	50
SIT REACH	+ 1.0	+ 3.0	0	+ 2.0	0	+ 1.5	+ 0	+ 1.5	- 0.5	+ 1.0	- 0.5	+ 1.0
PERCENT FAT	16	22	16	22	16	22	16	22	16	22	16	22
<b>GOOD</b>												
1.5 mi RUN	13:00	15:00	14:00	15:30	14:30	16:00	15:00	16:30	15:30	17:00	16:00	17:30
RUN IN PLACE	350	300	325	280	300	260	300	260	280	200	280	200
SIT-UPS	50	42	45	38	43	36	40	34	40	34	40	34
SIT REACH	0	+ 2.0	- 1.0	0	- 1.0	0	- 1.0	0	- 1.0	0	- 1.0	0
PERCENT FAT	18	24	18	24	18	24	18	24	18	24	18	24
<b>SATISFACTORY</b>												
1.5 mi RUN	14:30	16:30	15:30	17:30	16:00	18:00	16:30	18:30	17:00	19:00	17:30	20:00
RUN IN PLACE	310	260	280	220	260	200	260	200	240	180	240	180
SIT-UPS	36	30	34	28	32	26	30	25	30	25	30	25
SIT REACH	- 1.0	0	- 1.5	- 0.5	- 1.5	- 1.0	- 1.5	- 1.0	- 2.0	- 1.5	- 2.0	- 1.5
PERCENT FAT	20	29	20	29	20	29	20	29	20	29	20	29
<b>MINIMUM STANDARD</b>												
1.5 mi RUN	15:00	17:00	16:00	18:00	16:30	18:30	17:00	19:00	17:30	19:30	18:00	20:30
RUN IN PLACE	280	235	250	200	230	180	230	180	210	160	210	160
SIT-UPS	33	27	31	25	29	23	27	22	27	22	27	22
SIT REACH	- 1.5	- 0.5	- 2.0	- 1.0	- 2.0	- 1.5	- 2.0	- 1.5	- 2.5	- 2.0	- 2.5	- 2.0
PERCENT FAT	22	30	22	30	22	30	22	30	22	30	22	30

### Classification Criteria:

Only one classification applies to an individual and each individual must meet or exceed each and every criteria to achieve the classification.

NOTE: Research is being conducted to determine minimum upper body strength requirements. Standards to be promulgated when identified.

# A Friendly Little Jog

Three times a week you can hear the 700 men of the Naval Mobile Construction Battalion Four of Port Hueneme, Calif., coming down the street.

"PT!" Stomp, stomp. "All Day!" Stomp, stomp. "Every Day!" Stomp, stomp.

You can hear them, and you can see them trotting along the hot asphalt in their "athletic" clothes—white T-shirts, heavy green pants and boots. Combat boots. Marine Gunnery Sergeant Norman Estelle, the battalion enlisted military adviser, has a term for the 2½ mile run. He calls it "a friendly, little jog."

Why do they endure grueling rounds of push-ups, sit-ups, calisthenics and jogging? According to Estelle, "It's to keep a person physically fit and ready at all times in case he has to move out fast." The sergeant also says that running in formation builds teamwork and helps motivate the men.

The battalion's fitness program is directly credited with a decrease in "the afternoon slump" and an increase in stamina.

Steelworker Third Class Steve Auton agreed. "I've noticed an increase in stamina, not only in myself, but in others as well. I know I feel better."

Estelle has seen the improvement in the battalion's quarterly physical fitness scores. "I would say that 90 percent of the times on the jogging were faster. The regular exercise has also improved the push-up and sit-up scores, with some people doing up to 60 or 70. A few even hit 100."

With the jogging, Estelle noted,



"When they started, they used to come in tired because they were toning up their muscles. Now when they run, they're alert all during the day. They're not tired."

At Port Hueneme, when you hear cadence and the stomping of combat boots, you'll know that Estelle and his men are coming down the road—out for their "friendly, little jog."



Right: The officers and enlisted of NMCB Four participate in some "good old Seabee push-ups" before starting on their 2½ mile run. Below: Four companies of NMCB Four jog during their three-times weekly run at Port Hueneme.



Right: Seabee instructors keep track of sit-ups for Charlie Company during their physical fitness testing. (NOTE—The photo at right, below, was taken before the new instruction was released on the Physical Readiness Program; otherwise participants would have their arms crossed over their chests.)

# The Navy Remembers

*In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant March events.*

The pages of naval history books live with incidents concerning maritime adventures and celebrated heroes. Each month of the year has its significant dates to help us recall events important in Navy history:

In March, the focus is on such happenings as the first submarine dive, made in 1898 by *Holland*, later commissioned in the U.S. Navy as SS 1; the adopting of the famous Seabee insignia in 1942; and the opening of the treaty talks at Yokohama, Japan, on March 8, 1952, which led to the end of post-World War II occupation by the United States and restored full sovereignty to Japan. Other dates in March are also remembered as special "firsts."

March 19, 1918: Ensign Stephen Potter, a naval aviator, shot down one of the first enemy planes (a German seaplane) for the United States in World War I. March 20, 1922: A new era in naval history began with the commissioning of USS *Langley* (CV 1), the Navy's first aircraft carrier. Seaborne aviation was looked upon with skepticism by some but soon established its place in history. March 15, 1947: Ensign John Wesley Lee, a former enlisted steward's mate, became the first black reserve officer to be augmented into the Regular Navy. Even though this move and other advances for blacks were widely criticized, the Navy continued to expand its program to include blacks in every way. Lee subsequently attended the Navy's Post-graduate School and earned a degree in

Aerology. Today, there are more than 1,900 black officers serving in the U.S. Navy.

## Words of Death

Perhaps one of the most significant events of its time was the infamous duel between Stephen Decatur and James Barron. Decatur had enjoyed a prosperous, fruitful career. Earlier, Barron had lost his ship *Chesapeake* to

the British and was suspended from the Navy for five years without pay and a reduction in rank. The feud between the two started as a mere war of words, through letters, but progressed over a period of months (June 12, 1819, to Jan. 24, 1820), until it ended on March 22, 1820, in the duel at Bladensburg, Md.—just outside Washington D.C. The life of Commodore Stephen Decatur, who was fatally wounded by the pistol of Commodore James Barron, came to a tragic end that day.





## First Admiral of the Navy

On March 2, 1899, Congress created a new rank for George Dewey—that of Admiral of the Navy. As such, he also was president of the General Board of the Navy. This rank was created in recognition of Dewey's victory at Manila Bay, and when he died, the rank ceased to exist.

Born on Dec. 26, 1837, in Montpelier, Vt., Dewey was graduated from the Naval Academy in 1858. He became a lieutenant in April 1861 and, during the Civil War, served aboard the side-wheeler *Mississippi* under Captain Melancton Smith. He later served aboard *Colorado*, as executive officer under Commodore Henry K. Thatcher. Soon after leaving *Colorado*, Dewey took part in the attacks on Fort Fisher in December 1864 and January 1865.

After that war, Dewey held various commands until in 1889 he became the chief of the Bureau of Equipment and Recruiting. In 1895, he became the president of Inspection and Survey and thus became familiar with the modern battleships of the Navy. Dewey soon began to feel that he could serve his country more if he were aboard ship and returned to sea duty as the commander of the Asiatic Squadron. It was while in Hong Kong that he received word of the outbreak of the Spanish-American War.

Dewey had the foresight to be prepared for such an event and had enough supplies and ammunition on hand, along with information on Philippine waters—particularly Manila Bay—to go into fast action.

With orders to capture or destroy Spanish vessels in Philippine waters, Dewey made a record run from Chinese waters and entered Manila Bay with his squadron, four cruisers and two gunboats, on May 1, 1898. Mines and shore batteries proved no problem. He and his men found the Spanish fleet at anchor at Cavite; at 5:30 a.m. Dewey spoke to Captain Charles V. Gridley of his flagship *Olympia* (C 6) the famous words "You may fire when you are ready, Gridley."



In a matter of hours, rapid, accurate gunfire sank or destroyed all 10 ships of the Spanish fleet. The Battle of Manila Bay was over. There was little damage to American vessels and only eight injuries to American seamen.

Dewey had demonstrated the readiness of the U.S. Navy and the superiority of its new ships, thereby earning respect for the nation and its position as a major Pacific power.

In reward for his heroic actions, Dewey was promoted to rear admiral

on May 10, 1898, and was formally commended by Congress. He remained in Manila for several months to protect the harbor, guard the land and meet with naval observers from other nations. Ten months later, he was made Admiral of the Navy and received special permission to remain on active duty even though he was 62 years of age.

In September 1899, George Dewey, Admiral of the Navy, returned home to a hero's welcome.

—By JO3 Joy Hill-Payne

# British Pensacola Veterans Reunited

A happy, but much older, contingent of 60 British aviators made their second trek recently from the white cliffs of Dover to the white sands of Pensacola, Fla. This trip was a happy contrast from their 1941 trip.

Known as the British Pensacola Veterans, these men—in 1941—were a mix of Royal Air Force and Fleet Air Arm flight students and aircrewmen.

Before the end of World War II, more than 4,000 British pilots and radiomen had visited Pensacola for training under a facet of the World War II Lend-Lease Program. Besides handing over 50 American destroyers in return for bases in the Caribbean, the pact also included pilot training for the Royal Air Force and Navy. The first group of British students arrived in Pensacola on July 24, 1941.

“Training in the United States was a

bit stiffer than in other countries,” said Fred Underhill, a former member of the 244th Liberator Squadron. “There was a higher elimination rate back then.

“People who were trained in the United States went to Canada and carried on in the Canadian flying program. There was little difference in the overall training, but the training at Pensacola was good.”

While in Pensacola, this second time around, the group attended the Navy’s Aviation Officer Candidate School pass-in-review and commissioning ceremony. They also attended several receptions and ceremonies—one by Rear Admiral Kenneth L. Shugart, Chief of Naval Education and Training, another by Vince Whibb, the mayor of Pensacola.

When the veterans paused to have a

picture taken in front of their wartime barracks (now CNET headquarters), some recalled Prime Minister Winston Churchill’s words: “I look forward confidently to the exploits of our fighter pilots, this brilliant youth—who will have the glory of saving their native land, their island home and all they love from the most deadly of all attacks.”

The British Pensacola Veterans were indeed England’s “brilliant youth” of 1940. And today’s survivors are a proud group.

*Story by JOI Dennis Everette  
NAS Pensacola, Fla.*

*The first group of British aviators to arrive in Pensacola, Fla., for training at the naval air station in 1941. Photo from NAS Pensacola, Fla., scrapbook.*





# Reunions

- **USS Somers (DD 381)**—Reunion April 1-3, 1983, in Arlington, Va. Contact William H. Kemper, 4802 De Russey Parkway, Chevy Chase, Md. 20815; telephone (301) 657-3248.
- **Guadalcanal Campaign Veterans**—Quad-state reunion April 15-17, 1983, in Michigan. The states of Indiana, Illinois and Wisconsin are especially invited as well as servicemen interested in the campaign. Contact Ted Blahnik, PO Box 181, Coloma, Mich. 49038.
- **USS Bryant (DD 665)**—Third annual reunion April 15-17, 1983, Jacksonville Beach, Fla., for crew members who served from 1943-46. Contact Everette P. Owens, 1241 Cape Charles Ave., Atlantic Beach, Fla. 32233.
- **USS Little (DD 803)**—Reunion April 29-May 1, 1983, in Dallas/Ft. Worth, Texas. Contact E.M. (Andy) Anderson, 8155 Santa Clara Drive, Dallas, Texas 75218; telephone (214) 321-9908.
- **USS Atlanta (CL 51)**—Reunion in the spring or fall of 1983. For more information, contact W.B. McKinney, 49 Newmarch, Ipswich, Mass. 01938 or Leighton Spadone, 15025 Vollmer Road, Colorado Springs, Colo. 80908.
- **Naval Reserve Officer Training Corps, Marquette University**—Reunion April 30, 1983, for graduates from the classes of 1943, 1953, 1963 and 1973. Contact Lieutenant Dennis L. Hopkins, NROTCU Marquette, 1532 W. Clybourn, Milwaukee, Wis. 53233; telephone (414) 224-7076.
- **Lighter-Than-Air**—Reunion May 4-6, 1983, Pensacola, Fla. Contact Captain M.H. Eppes, USN (Ret.), 3304 Spring Mill Circle, Sarasota, Fla. 33579; telephone (813) 922-6381.
- **USS Lexington (CV 2)**—Reunion May 11-14, 1983, in San Antonio, Texas. Contact L.A. Grissom, 8708 Longwood St., San Diego, Calif. 92126; telephone (714) 271-1454.
- **USS Ticonderoga (CV, CVA, CVS 14)**—Reunion for crew members and officers May 12-15, 1983, in San Antonio, Texas. Contact N. Frank Williams, 404 Corrigan St., Brownwood, Texas 76801.
- **Marine Aviation**—Annual reunion May 14, 1983, MCAF Quantico, Va. for all naval aviators and aviation groundsmen who have served with Marine Air. Contact Mrs. Judy Skinner, MCAF Quantico, Va. 22134; telephone (703) 640-2442.
- **USS Niblack (DD 424) and Survivors of the USS Reuben James (DD 245)**—Reunion May 20-21, 1983, in Charlestown, S.C. Contact Charles D. Root Jr., 6601 Wissahickon Ave., Philadelphia, Pa. 19119; telephone (215) 438-5896.
- **USS Tangier (AV 8)**—Reunion May 26-28, 1983, in Tulsa, Okla. Contact Sherman M. Peters, 1548 E. 43rd St., Tulsa, Okla. 74105; telephone (918) 747-5499.
- **USS Rasher (SS 269)**—Reunion May 27-29, 1983, in Anaheim, Calif., for World War II shipmates. Contact Bill Norrington, 2882 Kempton Drive, Los Alamitos, Calif. 90720.
- **USS Cleveland (C 19), (CL 55), (APD 7)**—Reunion in June 1983. For more information, please contact L.J. Krystynak, 1213 Simpson Drive, Columbus, Ohio 43227.
- **SB2Cs - "For anyone who flew SB2C's anywhere"**—Reunion June 2, 1983, in Norfolk, Va., Holiday Scope, in connection with the Association of Naval Aviation Inc. (ANA's) annual symposium meeting June 2-4, 1983. Contact Commander James "Al" Chinn, 2558 Blaze Trail, Diamond Bar, Calif. 91765; telephone (714) 598-1762.
- **PBMs - "For anyone who flew PBMs anywhere"**—Reunion June 2, 1983, in Norfolk Va., Holiday Scope, held in connection with Association of Naval Aviation Inc. (ANA's) annual symposium meeting June 2-4, 1983. Contact: R.B. (Red) Stephens, 1705 Concord Drive, Charlottesville, Va. 22901, telephone (804) 293-7623; Dick Gingrich, 468 E. Baltimore, Greencastle, Pa. 17225, telephone (717) 597-8250; or Bob Smith, 6468 West 85 Place, Los Angeles, Calif. 90045, telephone (213) 645-1791.
- **VAP-62**—Reunion June 2-4, 1983, Norfolk, Va. for officer and enlisted shipmates. Contact H.C. Cyr, 8831 Commodore Drive, Norfolk, Va. 23503.
- **CAG-17 (1943-1945), VF-18 (1943)**—Reunion June 2-4, 1983, in Norfolk, Va., Holiday Scope, in connection with the Association of Naval Aviators Inc. (ANA's) annual symposium meeting. Contact Commander James "Al" Chinn, 2558 Blaze Trail, Diamond Bar, Calif. 91765; telephone (714) 598-1762.
- **Association of Naval Aviation (ANA)**—Annual National Convention June 2-5, 1983, in Norfolk, Va. Contact Commander Hector C. Cyr (Ret.) 8831 Commodore Drive, Norfolk, Va. 23503.
- **USS Holland (AS 3)**—Reunion June 9-12, 1983, in St. Louis, Mo. Contact Mr. H.R. Miller, Briarcliff No. 60, Spicewood, Texas 78669, or Ray Prinz, 810 Third St., White Hall, Pa. 18052.
- **USS Barnett (APA 5)**—Reunion June 10-11, 1983, in Denver Colo. Contact John E. Kolstad, 2213 Ming Ave., Bakersfield, Calif. 93304; telephone (805) 831-6038.
- **USS Abercrombie (DE 343)**—First reunion to be held June 15-17, 1983, in Nashville, Tenn. Contact Ed Stafford or Ray (Red) Shiel, 26 Whipple Ave., Cranston, R.I. 02920; telephone (401) 942-7997.
- **USS Chicago (CA 29, CA 136, CG 11)**—Reunion June 16-19, 1983, in Niagara Falls, N.Y. Contact Dr. Bill Molen, Box 274, Newman Grove, Neb. 68758 or Cliff Newton, 3275 Wildwood, Hamburg, N.Y. 14075.
- **Navy Patrol Bombing Squadron 117 (VPB 117), Liberators World War II**—Reunion June 16-19, 1983, New Orleans. Contact J.B. "Nick" Carter, 17 Athena Court, Little Rock, Ark. 72207.
- **Hurricane Hunters (VW 4, VJ 2, VP 23, VPHL 3, VPM 3, VPW 3 and VPB 114)**—Eighth annual reunion June 17-18, 1983, in Jacksonville, Fla. Contact Hurricane Hunters Reunion Committee, 2818 Cedarcrest Drive, Orange Park, Fla. 32073.
- **Diesel Fast Attack Submarines: USS Harder, USS Varter, USS Trigger, USS Trout, USS Tang, USS Gudgeon, USS Wahoo**—Reunion June 17-19, 1983, on board USS *Yorktown* in Mt. Pleasant, S.C. Contact Vincent G. Clifford, 1764 Lady Copper St., Charleston, S.C. 29412.
- **USS Yew (YN 32)**—Reunion June 19, 1983, in Bristol, Pa. Contact C.D. Theobald, Box 158 Route 1, Rock Hall, Md. 21661.
- **USS Sibley (APA 206)**—Reunion June 24-26, 1983, in Augusta, Ga. Contact Cliff H. McKie, 3725 Old Waynesboro Road, Augusta, Ga. 30906; telephone (404) 798-1589.
- **USS Miami (CL 89)**—Reunion June 24-26, 1983, in Lancaster, Pa. Contact Betty Richardson, 5507 Limeric Circle, Apt. 46, Wilmington Del. 19808; telephone (302) 366-1974.
- **USS Hornet Club**—35th reunion June 24-26, 1983, Groton, Conn. Contact Albert W. Masse, president, 464 Fairview Ave., Rehoboth, Mass. 02769; telephone (617) 252-4560.
- **USS Stephen Potter (DD 538)**—Shipmates interested in a reunion please contact Don Huston, 19202 20th N.W., Seattle Wash. 98177; telephone (206) 542-3495.
- **USS Foss (DE 59)**—Ex-crew members interested in a reunion, contact Robert F. Johnson, PO Box 1842, Spring Valley, Calif. 92077; telephone (714) 461-4470.
- **25th Naval Construction Battalion (World War II)**—Contact Alfred G. Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503; telephone (904) 476-4113.
- **USS Pocomoke (AV 9)**—Future reunion. Contact E.R. Donlon, PO Box 12652, Norfolk, Va. 23502; telephone (804) 464-6135.
- **USS Twining (DD 540)**—Reunion for crew members who served aboard from 1943 through the Korean War. Contact Bruno Campagnari, RD 3, Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

# Mail Buoy

## Involvement Required

SIR: I've had the opportunity to read the excellent article entitled "It's No Laughing Matter," in your May 1982 issue. In a readable, entertaining manner, this article points out the serious consequences that await those who steal, waste or abuse Navy resources.

Please pass my congratulations to the authors, Joanne E. Dumene and James R. Giusti. Their plea for personal accountability is right on target. I also enjoyed the humorous illustrations by Michael D. Tuffli.

Fighting fraud, waste and abuse requires the active involvement of all elements of the Department of Defense. Thanks for doing your part.—Joseph H. Sherick, Assistant to the Secretary of Defense

## Sailor of the Year

SIR: I must say thanks to JO2 Gary Hopkins for the fine article he wrote about the Sailors of the Year in the October issue of *All Hands*. Articles on the same subject have appeared in several other magazines and papers, but none were as well-written or as informative. The photo contained in the article turned out very nice also.—ACC(AW) Loren L. Stauffer

## Many Helping Hands

SIR: Reading the November *All Hands*, I was disappointed with your article on MDSU-2. Three years ago, I was stationed on board USS *Edenton* (ATS 1) out of Little Creek, Va., which also assisted MDSU-2 on their salvage operations with the F-4 *Phantom* jet and the ex-USS *Ozark*.

Granted, the article featured MDSU-2, but you could have mentioned the following Navy ships whose crews spent their Thanksgiving dinner away from their families that particular year. If my memory serves me correctly, it was 1978. Those ships were: USS *Edenton* (ATS 1), USS *Paiute* (ATF 159) and USS *Papago* (ATF 160).—EN2 Gary C. Halco

• Please accept our apologies for not including the above ships in the MDSU-2 feature. It was an oversight.—ED.

## Vassar College

SIR: Thank you very much for the feature article on Captain Grace Hopper in the September 1982 issue of *All Hands* magazine. Vassar College, however, is located in New York state, not in New Hampshire. Nevertheless, we are very pleased to see the story about Grace Hopper and have made the article available to students, faculty and administration at Vassar.—Maryann Bruno

• Our apologies to Vassar College; needless to say the slip was unintentional.—ED.

## It's a '7

SIR: I wish to note a small error in the November 1982 issue concerning the fine cover illustration. It is described as the *Alliance* commanded by John Paul Jones in an action during November 1799. Captain Jones was one of our finest naval leaders and an inspiration to all, but he would have outdone himself had he been guiding the *Alliance* in 1799, having passed on to his eternal rest in 1792. You have either pictured a true ghost ship or have an error in the date. Perhaps 1779?—Lt. Cmdr. Robert John White

• You're right. We didn't call on the services of John Paul Jones in 1799; we were caught—pure and simple—by a typo. The date should have been 1779.—ED.

## Dense, Denser, Densest

SIR: This is one of several thousand letters you probably will receive about the statement on page 45 of the November 1982 issue: "Because water is 18 times denser than air..."

Water weighs in at 64 pounds per cubic foot (seawater). Air weighs in at 0.076 pounds per cubic foot (dry, at 71 degrees F.). The ratio of water to air is 842 times as dense as air. Walking around in 3 pounds per cubic foot air might be interesting for a few minutes but would soon become a drag.—Lt. Cmdr. P.F. Jacobs, CEC, USNA

• All Hands regrets the error and the fact that this one got by us. The thought of "several thousand letters" definitely deflates our ego.—ED.

## The Wrong King

SIR: After having just spent an arduous deployment on board USS *John King* (DDG 3), which included participation in the PLO evacuation from Beirut, I was upset to see that you credited the USS *King* (DDG 41) for our efforts. See "Navy Ships on Special Escort Duty," November 1982.

USS *John King* (DDG 3) may be old, but she is still one of the hard chargers in the fleet, and I for one am proud to be a part of her crew.—ETC(SW) R.A. Stine

• All Hands regrets the error. Staffers are now aware that there's a difference in ships with similar names.—ED.

## Furor Over Furer

SIR: I would like to correct an error in the "Currents" section of the November 1982 issue of *All Hands*. In your list of Sixth Fleet ships which participated in the evacuation of PLO combatants from Beirut, you omitted USS *Julius A. Furer* (FFG 6).

*Furer* has been in the Mediterranean since June, and most of that time has been spent operating off the coast of Lebanon. During August, *Furer*, together with USS *Vreeland* (FF 1068), escorted M/V *Nereus* from Beirut to Port Said, Egypt. *Furer* then returned to Beirut and picked up the West German hospital ship M/V *Flora*, which we escorted to Larnaca, Cyprus.

The uproar which this omission generated on board *Furer* certainly proved that your fine magazine is read by "all hands."—Cmdr. J.R. Stark, Commanding Officer

• We have egg on our face. Please accept our apologies.—ED.

SIR: I am on the guided missile frigate USS *Julius A. Furer* (FFG 6), and I would like to point out an error in your November 1982 issue. You had a small write-up of ships that participated in the evacuation of PLO, but you listed every ship but ours. Thank you.—GMM3 C.A. Hernandez.

• One thing's for sure—we know that the USS *Julius A. Furer* (FFG 6) really exists. We didn't mean to slight your ship—the error was unintentional and regrettable.—ED.

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# The Moral Man

*Editor's Note: Extracts from a speech, "The Moral Man in the Modern Military," by Chief of Naval Operations Admiral James D. Watkins, delivered at Marymount College, Arlington, Va., in 1982. The condensation below was carried by The Reserve Officers Association's "Defense Perspective," in January 1983; the original speech appeared in the December 1982 issue of The Navy League's Sea Power magazine and has been reprinted in the Congressional Record.*

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Throughout human history, churches of all denominations have taught that war, and participation in war, can be justified under certain circumstances. In the presence of such circumstances—and defense against external aggression is certainly high on the list—a nation may legitimately engage in what philosophers and theologians have come to refer to as a "just war."

I do not think it necessary to elaborate on the "just war" philosophy, but I do think it might be useful, at a time when the moral aspects of war, preparedness and deterrence are prominent on the national agenda, to share with my fellow citizens some of what a Christian military leader considers as he approaches God and obligations to his country—as a moral man tries to apply in his everyday life the doctrine of what is just and proper.

Let me begin with a fundamental statement which, I hope and sincerely believe, applies to me as Chief of Naval Operations and to all of my colleagues and associates, in uniform and out, entrusted with the day-to-day management of our nation's naval and military forces: I am a moral man. I am constantly making choices, every day of my life—choices between good and evil. Sometimes I must, in the constant battery of choices facing me, choose between one "good" and another "good," or perhaps "greater good" and a "lesser good," or even, perhaps, between two apparent evils.

But that is, of course, a part of life. We all do that every day; everyone endowed by the Creator with a soul and a conscience, and that means all of us, is obliged to make such choices.

What separates the moral person from the rest is that the moral person makes those decisions based on his or her conscience.

Let's consider that statement in a bit more detail. To understand morality, we must acknowledge the existence in the world of both good and evil. Often, however, it is difficult to recognize and differentiate the one from the other. To take but one example: I myself happen to see the Navy's new *Trident* ballistic missile submarine, USS *Ohio*, as a relative "good" in the difficult context of today's superpower world because it deters ideological adventurism and helps guarantee the religious and other freedoms we and our allies now enjoy. . . .

There are others, I regret to say, who sincerely and honestly see USS *Ohio* as an "evil." They see it as an instrument of destruction quite apart from its deterrent role in our national strategy.

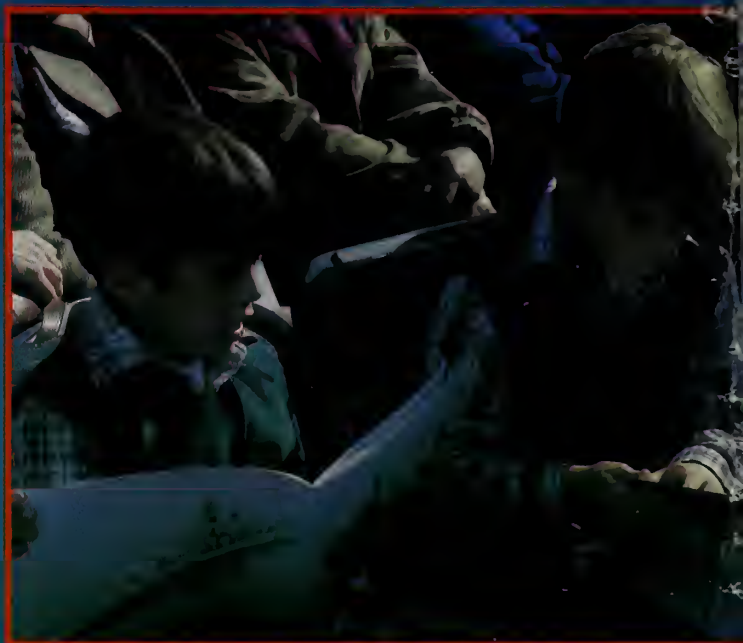
What we have here, of course, is a contemporary and agonizing example of David Berlo's classic statement that "meanings are in people." The stimulus for both points of view is the same. So who is right?

Fundamentally, at the personal level, both points of view are "right," in the sense of being morally acceptable. This is so because at the personal level meanings are subjective—as individuals we "own" the meanings and, rightly or wrongly, endow them with our own individual values, useful or dysfunctional, for better or for worse. . . .

I would like to believe that all of us—individually as human beings and collectively as nations—want to coexist in peaceful cooperation, but my wanting to believe this does not and will not make it so. To act in accordance with my personal desires would be, in this case, extremely unrealistic and, I sincerely believe, immoral. If I am to be a guardian of the common good, a position which imposes on me some very serious moral obligations, I must deal with reality as I know it.

The church I grew up in and whose tenets I believe in does not require pacifism. Like other moral persons of many other faiths, religions and personal credos—but all sharing and subscribing to the same moral philosophy, the same code of ethics, the same ideas of what is "good" and what is "evil"—I hope, pray and work for a peaceful world.

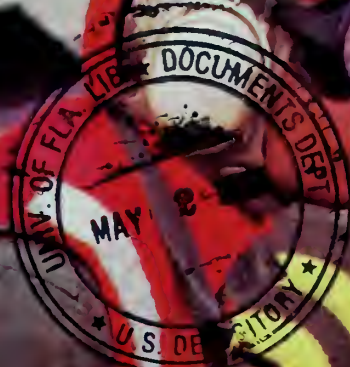
But—it is worth repeating—that world is not the world we live in today. It is for that reason that we cannot, as moral human beings, ask the lamb to lie down with the lion. And we cannot beat our swords into plowshares when others are doing precisely the opposite.





# ALL HANDS

APRIL 1983



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MAGAZINE OF THE U.S. NAVY

APRIL 1983 60th YEAR OF PUBLICATION—NUMBER 795

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Back: A Marine radioman relays information from the beach to advancing NATO units during Northern Wedding '82. Cover photos by JOC James R. Giusti.

Inside front: A plaque-mounted bell, modeled after USS *Ranger*'s (CV 61) ship's bell, is presented to Queen Elizabeth II and Prince Philip by *Ranger*'s Man of the Year Aviation Fire Control Technician First Class James L. Baker. Photo by PH1 Michael E. Denson.

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# Naval War College

# Its Job is

Story by JO1 Gary Hopkins

Artists and war have little in common. Art is a creative process. War is destructive. So, in a sense, it is ironic that the words embodying the philosophy of the Naval War College in Newport, R.I., were spoken by an artist—a world-renowned sculptor who has donated many of his works to that college:

“Since wars begin in the minds of men, it is in the minds of men that defenses of peace must be constructed.”

Dr. Felix de Weldon

Yet in another sense, it is not so ironic that those words were spoken by an artist, because at the Naval War College, the prevention of war shares top priority with the winning of war.

“The first and most important job of the military is to prevent war by being clearly prepared and vigilant in the eyes of potential aggressors,” said Rear Admiral James E. Service, Naval War College president. “But once involved in a war, we must be prepared to win that war and end it as soon as possible.”

The Naval War College, then, has a responsibility steeped in irony: to teach students to become the elite both in preserving peace and in leading men in war. In this modern era, when one considers the consequences of what could happen were the United States to become involved in a war, that responsibility is enormous.

Accordingly, the academic life at the college is intense. To accommodate the pace, the library and study areas are open 24 hours a day, seven days a week, 365 days a year. Estimates for the reading required of each student run as low as 500 pages a week to as high as 1,000 pages a week.



“I’d say an average day would be an hour and a half to two hours in the library and about 10 hours putting things together—writing, reading, thinking,” one student said. “We do a lot of reading here. It’s a lot of work—a lot of work. You don’t get much time for yourself. But it is fun.”

The students are at the very least prepared for the intensity of the programs in which they study. According to Admiral Service, all U.S. Navy officers attending the college must be “clearly superior performers” and must be designated by a Naval Military Personnel Command selection board.

He spoke about the caliber of officers attending the war college: “This college accepts officers who have, through their performance, shown themselves to be superior officers in

leadership and achievement. What the college tries to do is improve their comprehension, education, thinking . . . give them a wider view of the Navy than they had before so that when they leave here, they are more efficient, effective and better able to contribute to the defense of our country.”

In addition to U.S. Navy officers attending the war college, officers from all other branches of the armed forces are admitted, including U.S. Coast Guard officers and Department of Defense civilians. All students attending the college are equivalent to or are senior to lieutenant commander.

Naval officers from other countries are also admitted. Eighty countries—ranging from Australia to Zaire—have been represented by their naval officers at the Naval War College.



# to Educate



*Left: An aerial view of the Naval War College on Coasters Harbor Island in Narragansett Bay, Newport, R.I. Above: Rear Admiral James E. Service, Naval War College president.*

—Photos by PHI (AC) Paul Salesi and JOI Gary Hopkins

The two principal programs at the college for U.S. Navy officers are the College of Naval Warfare, for senior officers at the commander/captain level, and the College of Naval Command and Staff, for officers at the lieutenant commander level and for those just frocked to commander. The international naval officers study in two nearly identical programs: the Naval Command College, for senior international officers, and the Naval Staff College, for intermediate international officers.

"The senior programs concentrate heavily on analysis and decision making," Admiral Service said. "The emphasis in the intermediate programs is on options-finding and writing. A senior officer is expected to be able to analyze information and make deci-

sions, a young officer must show the ability to gather information, define options and present them."

There are three core courses taught in each program, whether U.S. or international, senior or intermediate. They are policy and strategy, defense economics and decision making, and naval operations. The programs are conducted in trimesters over a 10-month period, except for the intermediate international program, which is just five months long.

Each core course is tailored to the specific program in which it is taught. For example, the policy and strategy course in the College of Naval Warfare is a bit different from the same course in the College of Naval Command and Staff, or the Naval Command College or the Naval Staff College.

However, the policy and strategy course educates students in the intricacies of foreign policy and military strategy and the relationship between the two.

The defense economics and decision-making course concerns itself mainly with a country's production capabilities as they relate to the development of new technology and the manufacture of ships and weapons, with an eye as to what might be needed 15 or 20 years in the future. To quote from the Naval War College Catalog, the course also touches on "major behavioral and management control issues influencing national security decision making, policy implementation, and change."

The core courses in naval operations concentrate on naval strategy and tactics, both in peacetime and during war.



In addition to the three core courses, students must also take one elective course per trimester. A sampling of electives offered are foundations of moral obligations, responsibility in armed conflict, principles of amphibious warfare and logistics management.

By combining their work at the college with just nine credits worth of courses at one of two local civilian colleges, students can earn not only a certificate of graduation but also a master's degree.

The war college also sponsors off-campus and reserve programs and houses the Center for Naval Warfare Studies, established in July 1981. The CNWS is an administrative organization of the Center for Advanced Research, the Strategic Studies Group, the Center for War Gaming and the Naval War College Press. The director of CNWS is Robert J. Murray, former undersecretary of the Navy.

An article in the September/October 1982 issue of the *Naval War College Review* states that, "It is the task of all four parts of the Center for Naval Warfare Studies to first have ideas, then to test them, and finally to get them before those officers and officials to whom they can be useful."

Currently, the Center for Advanced Research is investigating many new ideas. There are now 36 projects being researched by students on campus or by scholars off campus who have submitted research proposals. The projects deal in one form or another with military strategy, tactics, technical problems or ethics.

The Strategic Studies Group, another area of the CNWS, is composed of Navy and Marine Corps officers (six Navy and two Marine Corps in the '82-'83 academic year) who are hand-picked by the Chief of Naval Operations following their command tours. "They are selected as being among the very brightest officers below flag rank," Murray said. "They come to the war college for a year of study and research and present their proposals on strategy, tactics and naval warfare in general. Their job is to use their experience and background in order to write



and develop new strategic doctrines, which means 'fighting smarter.' "

The Center for War Gaming, a third area of the CNWS, has an updated computer system and a virtually unlimited ability to program different scenarios. War gaming has been extremely valuable throughout history in anticipating how hostile forces would react, given certain wartime situations.

Fleet Admiral Chester Nimitz, Commander in Chief of Pacific Forces during World War II, attested to the value of war gaming when he said, "The war with Japan had been re-enacted in the game rooms at the Naval War College by so many people, and in so many different ways, that nothing that happened during the war was a surprise . . . absolutely nothing, except the kamikaze tactics toward the end of the war; we had not visualized these."

Students can actually evaluate concepts and can fight wars with computers in a classroom environment.

*Top: Dr. William E. Turcotte conducts a class in non-quantitative factors. Above: A sampling of some of the required reading at the war college.*

"There are three ways to test a military person," Captain James E. Wentz of the war college staff said. "You can put him in a war to be shot at, or you can put him in an operation—out at sea where ships are maneuvered back and forth—where forces are divided and pitted against each other. Or you can do it through war gaming."

Students in the war games can operate out of any one of 22 command centers. They receive the same type of information a ship's command information center would receive. The command center might simulate the bridge of a carrier, the war room of a staff headquarters, the operations center of a task force commander who has surface ships and submarines under his command, or a variety of other nerve centers.





The war gaming center is a vehicle for testing ideas and concepts any student at the war college might have, just as the Naval War College Press, the fourth area of the CNWS, is a vehicle through which scholarly writings of war college students may be presented to a wide audience. The primary publication of the Naval War College Press

is the *Naval War College Review*, the bimonthly professional journal of the war college.

The Naval War College Press, however, also publishes books on naval strategy, history, tactics and other topics of naval interest.

The CNWS is the newest development in a college whose history spans

Top: Student Lt. Cmdr. Ruth C. Shaughnessy in her study area. Above: On this video-display screen in the Center for War Gaming, operators can track missiles, aircraft, ships and submarines—both friendly and hostile. Left: The game floor at the Center for War Gaming.



nearly a century. It was 1884 when Secretary of the Navy William E. Chandler founded the Naval War College—the oldest continuous war college in the history of the world—and appointed then-Commodore (later Rear Admiral) Stephen B. Luce as its first president.

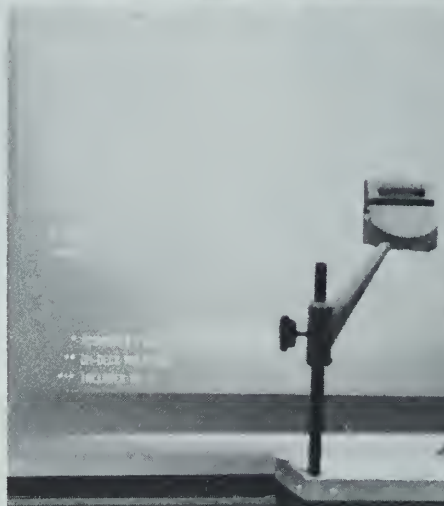
Luce went to the presidency of the war college realizing that the United States was extending itself to the far reaches of the world. He was dismayed to find that there was no place in the U.S. Navy where the relationships of naval power, international politics and new technology could be studied. He described the war college as a place where senior naval officers could study statesmanship and brinkmanship (or the prevention of war) and could delve into research.

Inwardly, the college hasn't changed much since the days of Luce and, of course, Alfred T. Mahan, who succeeded Luce as the war college's second president. Students today are taught much as they were in 1884. Lectures, seminars, war gaming and long hours spent researching still predominate, although the war gaming now uses sophisticated computers rather than enormous table tops and models of ships. Guest lecturers such as former Secretary of State Henry Kissinger visit the college to bring their knowledge to the students.

Yet outwardly, the change in the college is evident. The quiet, academic atmosphere is still there; but the buildings that house the Naval War College reflect its 98-year history—from the simplicity of the colonial-style Founders Hall, built in 1819, (the first war college classes were held there in 1884) to the contemporary graphic look of Spruance, Conolly and Hewitt halls, completed in 1972, 1974 and 1976, respectively.

In keeping with the scholastic atmosphere, uniforms are worn only for certain occasions. According to Wentz, the quest for free and unfettered exchange of information and ideas won't be hindered by the thought that one person is senior or junior to another.

"The job of this institution is to



educate," he said. "Don't forget the difference between train and educate. You can train a monkey to pull a lever, but education is the process of looking at various things and trying to get perspective and reasoning as to what's going on. A Navy officer comes here and studies, writes and is educated on the business of the naval profession—preventing war, terminating war or winning war."

Yet the Naval War College doesn't accept only line or surface warfare officers. Supply Corps and Judge Advocate General Corps officers attend, as well as Medical Corps and public affairs officers. In short, any officer designator, men and women alike, is likely to be found at the college in any given

*Top: Capt. R.E. Beedle, Capt. C.E. Armstrong and Col. T.L. Gatchel, members of the strategic studies group, brainstorm while looking over a nautical chart. Top left: Maj. Abdulla Elamin of the Sudanese navy. Above: Although the academics are demanding, Cmdr. Mike Ruth shows a sense of humor. He donned an old leather flight cap, goggles and a scarf while giving a defense analysis critique brief to classmates.*

academic year. "They all grapple with the same types of strategic and management problems," Wentz said. "If you're going to serve someone who is in charge of a fleet, you've got to know what some of the problems are that they're concerned with.

"Here, a public affairs officer or a Supply Corps officer can be exposed to things that a four-star admiral has to think about. They have a greater ap-





*Top: Chairman of the Joint Chiefs of Staff General John W. Vessey Jr., USA, meets with members of the strategic studies group. Left: Cmdr. Marshall Hall in the corridor connecting the older buildings of the college with the newer Hewitt, Conolly and Spruance halls.*

Many of our students have flown the skies and operated in the waters of Vietnam. They have been shot at and have shot back. They have the experience and background to devise strategy and tactics that will allow us to prevent a war or win a war of the future. It's not just enough to have flown combat sorties or amassed a great deal of experience. You have to take some time to sit down and translate that experience into strategy for the future.

"This is the place where it can be done." ↓

preciation and can better work for, support and help carry out the mission if they know some of the pressing factors.

"You're also taught to run big organizations with big problems. You're just not born with the ability to manage, say, a 600-person organization with a budget of \$30 million. You have to be taught.

"If the college is successful, an of-

ficer will walk out the door better able to deal with the challenges that he or she will face as a decision maker in the Navy," he said.

"It's learning how to do more with less—improve our strategy, improve our ships and weapons systems of the future. The people coming through here are really going to be the people whose ideas are incorporated into the Navy of the future.

In February, the Naval War College launched a new program in which an elite group of recently detached commanding officers arrived in Newport to contribute their recent command experience to strategic and operational studies. At the same time, these officers had their vision and perspective of national security matters enriched and expanded by interaction with resident students, faculty and researchers. Only the top performers among commanding officers are screened for this naval war college assignment.





# Outreach at Its Best

How many toys are bought in Navy exchanges each day by Navy and Marine parents just to appease a toddler? Toys are bought on impulse to stem the flow of a child's tears.

Parents often think nothing of grabbing a low-priced doodad off the shelf and giving it to the little one.

Junior's tears disappear. But in the next aisle, he spots another goody and goes into his act all over again. Why not? If it worked once, it could work again.

In another part of the world, however, it's a far different story. Marines from the dock landing ship USS *Portland* (LSD 37) stand aboard one of their trucks in Matadi, Zaire, and toss toys to dozens of local children who rush about laughing as they catch the toys with the finesse of first basemen. Here there are no tears, only grins and laughter.

Some of these children no doubt wonder what it's all about—these visi-

tors showering them with gifts. The wonder doesn't linger long; the joy of the moment overcomes all.

The sailors and marines of *Portland* know what it's all about. It's a mixture of operation handclasp, the Christmas season, the basic American desire to help kids and the needy and, of course, WATC '82—West African Training Cruise.

There's a real need in a country like Zaire, the poorest and second most

populated country of the 13 African nations visited last November during WATC '82 by *Portland* and two other ships, USS *O'Bannon* (DD 987) and USS *Blakely* (FF 1072). The 27.1 million people of Zaire live in an area about the size of the United States east of the Mississippi River. The average income of this equatorial, hot and humid country is only a few hundred dollars a year. That kind of economy hardly generates a need for a toy mar-



Left: Happy children with toys given to them by Marines when they visited Matadi, Zaire, during West African Training Cruise '82. Right: Children on the receiving end when the toys were delivered.

ket, let alone a need for other luxuries most Americans take for granted.

Once known as the Belgian Congo, the Republic of Zaire emerged as an independent nation in June 1960; for a time it was called the Democratic Republic of the Congo. In this nation with more than 200 tribes, only 2 percent of the land is cultivated or used for pasture. What wealth there is comes from processed and unprocessed minerals, along with some consumer products such as textiles and footwear. Poverty, however, is the main concern, and U.S. foreign aid tries to keep things afloat.

Zaire doesn't have much of a navy simply because it has a small coastline—actually only a river entrance on the West African coast. *Portland*, in order to reach Matadi inland to distrib-

ute handclasp material, had to travel 100 miles of the Zaire River from the coast.

Primary purpose of the West African Training Cruise is to carry out training with West African navies and, as well, a U.S. State Department-sponsored goodwill cruise to Nigeria, Liberia, Sierra Leone, Senegal, Gabon, Equatorial Guinea, the Ivory Coast, Guinea, Gambia, Cameroon, Togo, Guinea-Bissau and Zaire. Under command of the Commander South Atlantic Force, U.S. Atlantic Fleet, Rear Admiral James S. Elfelt, the three ships of WATC '82 made up Task Force 138. The force was a spinoff of a larger group which took part earlier in UNITAS XXIII, the U.S. Navy's annual training exercise with South American navies. The 1982 UNITAS

operation was somewhat curtailed because of the Falklands Campaign.

Ships and units participating in the UNITAS portion of the exercise were USS *Preble* (DDG 46) with Captain Grant A. Sharp, Commander Destroyer Squadron 32 embarked; USS *Tinosa* (SSN 606)—later relieved by USS *Gato* (SSN 615); two P-3 *Orion* aircraft from Patrol Squadron 45; and a drone detachment of Fleet Composite Squadron Six embarked in USS *Blakely*.

USS *Preble*, DesRon 32 and USS *Gato* went on from UNITAS to participate in the exercise Allied Caribe III.

The manner in which *Portland's* crewmen delivered toys in Zaire was an exception to the way operation hand-

*Visiting foreign naval officers (below) look over a static display aboard USS Portland (LSD 37).*







clasp material—everything from schoolbooks and sewing machines—is normally delivered. This material certainly is not tossed from trucks. That method is only put into play when sailors meet kids, and sailors—or marines—have something they know the kids want.

This has been going on wherever U.S. forces encounter kids in foreign lands. It reached a state of the art in World War II when every kid in Europe knew American troops were a source of chocolate candy bars.

Basically, handclasp material is donated by private industry and civic organizations for distribution to needy people of nations the U.S. Navy visits. The glue that holds it together—the factor that makes it work—is the Navy. Such goods are carried on a space-available basis to the four corners of the world and distributed on arrival by Navy men and Marines. On the receiving end are schools, hospitals, missions, orphanages and charitable organizations.

Nor do our visiting sea service people stop at just delivering the goods.

They undertake civic action programs whenever time, people and material permit. In the case of *Portland's* three-day visit to Matadi, officers and men got together and painted two schools, a hospital, and managed, as well, to install a new roof on one of the schools.

Whether in Libreville in Gabon or

Dakar in Senegal or Abidjan on the Ivory Coast, visiting American sailors and marines come face to face with a culture shock for which few are prepared and which could be termed overpowering.

About the only things the nations visited have in common are poverty and climate—tropical, hot and humid. Many of the countries trace their modern beginnings from the arrival of the Portuguese, English, French and—sometimes—German explorers and settlers.

These modern beginnings involved conquest, spoils and the scourge of European man, slavery. That's the modern beginnings. The real beginnings of the area around and below West Africa's bulge can be traced to prerecorded history, as far as the Stone Age, particularly in the case of Zaire and Senegal. More than 2,000 years ago, Nigeria had an advanced culture known as the Nok, and they produced sophisticated terra cotta sculpture. In Guinea, from the 10th to the 15th century, the empires of Ghana, Mali and Songhai existed. Archeologists, today,



Above: A Marine drill team puts on an exhibition during a West African port call. Right: Visitors tour USS *Portland* (LSD 37) during WATC '82.



have traced the very roots of modern man to this area of the world.

In the late 15th century, Portuguese navigators and explorers journeyed down the western coast of the continent in search of a water route to the Indies and its fabled spices. It took them years to venture down the southern extremity of the continent (in those days, the world was flat), and, in the interim, they set up forts and "trading" stations. The latter quickly evolved into centers for a booming slave trade.

Not to be outdone by the Portuguese, the Englishman John Hawkins arrived in Sierra Leone in search of slaves in 1562; Sir Francis Drake followed in 1580.

The British had a change of heart concerning slavery about the time of the American Revolution and began transporting "Nova Scotians" to Sierra Leone from the New World. Four hundred freedmen arrived in 1787, and another 1,000 set foot there five years

later. "Nova Scotians" were black refugees from the newly independent colonies—the United States; they had fled to Nova Scotia during the Revolution.

The next influx of freedmen took place in Liberia in 1816 when the American Colonization Society was given a charter to send freed slaves to Africa. The first settlers arrived in Monrovia in 1822.

The per capita income of this area is one of the lowest in the world, according to late 1970's statistics—figures like \$170 for Guinea-Bissau and \$319 for Togo reflect the norm, not the exception. The one bright spot, perhaps, is Gabon—also late 1970's figures—which has the highest per capita income of about \$4,500. The next highest is Cameroon with \$628 reported. Gabon, like Nigeria, has petroleum. The other nations have products like timber, yams, coffee and palm oil.

The face-to-face culture shock for American sailors and marines who call at ports in Western Africa comes from



the almost unbelievable sight of poverty. And it's inescapable—it's everywhere. The shock becomes greater when visitors see more smiles than tears among the people. The area is a study in human contrasts and emotions. Then, there's a life expectancy which ranges from a low of 35 years in Guinea-Bissau to a high of 46 in Sierra Leone.

Language is something of a barrier, but of the 13 countries visited by the three ships during WATC '82, English is primarily spoken in four of them: Liberia, Cameroon, Nigeria and Sierra Leone. French is the primary or official language of the other nations, except Guinea-Bissau, where Portuguese is the official tongue.

For the ships taking part in WATC '82, demonstrations of amphibious capabilities took place in only three of the nations visited. For the most part, humanitarian goals overtook military goals at places like Douala, Cameroon and in Lome, Togo.

While in Cameroon, American visitors—sailors and marines alike—held picnics to which local citizens were invited. Visitors were treated to tours and static displays aboard *Portland*



*West African Training Cruise '82 was, in reality, a goodwill cruise to 13 nations. Sailors and Marines took part in sporting events, hosted barbecues and met with local citizens; where language failed, a smile was the answer.*





marines to barbecues and organized tours as well.

In Togo the latter part of November, marines and sailors continued their goodwill mission by sponsoring sporting events, tours and representing the United States at various other events. The primary goal was to strengthen the bonds of friendship.

As one Marine, Sergeant Gilbert Loera aboard *Portland*, put it, "It makes you feel real proud and kind of special to help directly those in need.

"I've always felt good about donating to charities, but there is no feeling to compare with actually being there with people who need your help. There is no greater pleasure than seeing how happy it makes them."

When it came to sports, the outcome was predictable—the West African teams came out on top in soccer; the Americans held their own in basketball. No matter the sport, each contest was followed by a party or a cookout.

And where language failed, there was always sign language and the most international language of them all—a smile.

Following a final amphibious assault exercise at Abidjan, Ivory Coast, in mid-December, West African Training Cruise '82 came to an end and the American ships headed west for the states. With their departure came another shock—the sailors and marines were leaving lands of great need for a land of great wealth.

But how do you explain such a thing to a little one back home? After all, West Africa is half a world away and what does one do with yams and palm oil?—JFC

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(*All Hands* is grateful for information and photos supplied by USS *Portland* as well as similar input by Capt. J.C. Farrar, USMC, LCpl. Patrick Whalin, USMC, and JO1 Gary Miller—all helped make this presentation possible.)







# There's No Place Like Home

More than 300 family members and friends gathered on the pier. Willie Nelson's song, "You Were Always On My Mind" filled the air along with more than 5,000 brightly colored balloons. Several small Navy boats conducted precision drills in the harbor waters ahead of an incoming ship. An airplane flew overhead trailing a sign, "USS Kiska: You Were Always On My Mind."

No matter where you go, it's always great to return home. And when the 386 crew members of the Concord, Calif.-based ammunition ship USS *Kiska* (AE 35) returned after 156 days in the Western Pacific and Indian Ocean, the event was spectacular.

During the 6½-month deployment, *Kiska* and crew were assigned the special mission of disestablishing navigational aid sites on the Indonesian Islands of Lari Larian, Togo Togo and Dyang Dyangan. Using two CH-46 helicopters of Helicopter Eleven Detachment Eight (stationed at Naval Air Station North Island, San Diego), *Kiska* safely recovered all equipment, cargo and people from the three sites in 11 days.

This type of operation is standard for the crew of the Navy's newest am-

munition ship. During the numerous vertical and conventional replenishment evolutions conducted at sea, *Kiska* transferred more than 2,335 tons of freight, 1,668 people, 14,800 pounds of mail and 4,219 tons of ammunition.

Not without recognition, *Kiska*'s crew earned the Battle "E" for the third consecutive time by excelling in training and readiness. The crew also was cited for rescuing 83 Vietnamese refugees when *Kiska* was in the South China Sea en route to operations in the Indian Ocean.

For the final leg of the deployment, 44 guests—"Tigers"—embarked at Pearl Harbor for a week of activities, including viewing the crew taking part in battle evolutions.

*Kiska* rendezvoused with USNS *Taluga* (T-AO 62), about 50 miles from Hawaii for an afternoon of replenishment exercises designed to provide the ship's junior officers with shiphandling experience. The guests were free to observe these routine operations which

included underway replenishment forward and amidships and vertical replenishment aft by *Kiska*'s helicopter detachment.

In order for the Tigers to see the full range of activity possible during a replenishment exercise, Lieutenant Junior Grade David Dobbs was transferred from *Kiska* to *Taluga* and back again by highline. The two ships also

*Above: SH2 Thomas Martinez gets a warm family greeting upon his return from Kiska's deployment. Right: EM2 Nelson Luesse in front of the Sha Tin floating restaurant at Aberdeen, Kowloon. "If only my friends back home could see me now."*







*RM2 Kim Patillo re-enlists aboard USS Kiska as it passes under San Francisco's Golden Gate Bridge. Patillo was given his oath of re-enlistment by Lt. Kelly Klein. At left is commanding officer Cmdr. A.G. Balian.*

conducted maneuvering drills, including practice approaches.

So that boredom wouldn't count among the Tigers' experiences, *Kiska's* crew conducted other basic evolutions, including flag hoist and tracking drills,

to allow the ship's signalmen and operations specialists to demonstrate their skills. A mock aircraft crash and fire drill conducted on the helo flight deck allowed guests to see crew members demonstrate their rescue and fire party expertise.

A naval ship deployment is not all work. Certainly one of the highlights of the deployment came during a nine-day visit to Australia. During that call, *Kiska* was berthed at Australia's Station Sterling, about 20 miles south of Perth in Western Australia.

The Australians arranged several tours of nearby areas. One tour featured towns outside the port city area and included historical sites where the country's first farming communities were established. Social events were another highlight. The first night in port included free admission to the races and a gala at the Freemantle overseas terminal.

"I enjoyed Australia most of all because it reminded me of home," said Yeoman Third Class Barry Carr. During the ship's stay, many Australian

families invited *Kiska* sailors into their homes and took them on personal guided tours of the countryside.

In return, *Kiska* hosted a luncheon for the officers of the Australian ships *Stirling*, *Moresby* and *Aware*. *Kiska's* galley prepared a special cake decorated with both American and Australian flags; it was jointly cut by the commanding officers present. A tour of the ship followed.

Later in the deployment, *Kiska* stopped at Hong Kong for four days' liberty. New experiences includes visits to the American Serviceman's Center at Fenwick Pier and the China Fleet Club.

Many sailors took advantage of the beautiful weather for a tram ride to the top of Victoria Peak to view the "city by the bay." The setting reminded some of the crew members of San Francisco, near their home port.

The port visits, tours and entertainment came in second, however, to the excitement of coming home and seeing familiar faces again. As *Kiska* approached Concord, thoughts of the recent deployment were pushed into the background. The joyful reunions ahead were more important than any of the deployment experiences. The men knew that as their released balloons intermingled with the balloons released from the pier by the *Kiska* Wives Support Group, so would they soon be joined with their families.



—Photos by Lt. Bill Dobbins and JNSN Bob Warner, USS Kiska (AE 35)



# A Sobering Look

By JO1 Dale Hewey



*Artwork courtesy of  
Air Force News Service*



In the darkness of an early Saturday morning, two Navy men assigned to VP-44 at Naval Air Station, Brunswick, Maine, were returning home when an oncoming car suddenly swerved and struck them head-on. The combined speed of the impact was 102 miles per hour.

One of the Navy men, the driver, was killed instantly. The other, Chief Aviation Storekeeper Michael E. Green, was injured critically. Green actually died but was resuscitated three times—once in the ambulance on the way to the hospital, once in the emergency room and once on the operating table. He lives today and tells his story (in a letter) of rehabilitation and the cause of the accident: drunk driving.

**"I have no memory of anything for two days prior to the accident or for 45 days afterward and even the 15 days after that are vague. Most of my information comes from people or newspaper clips. The impact was such that the car was almost cut in half. It took the fire department and rescue unit 30 minutes to extricate us. If all this had not happened, in five more days I would have been on my way to Okinawa."**

The driver of the other car was treated for head and internal injuries and was later arrested for driving while intoxicated. This man is a member of a group considered to be the most dangerous in society: drunk drivers.

In 1981 alone, 26,000 people were killed—and another 775,000 injured—by common, everyday folks, most of whom were just out for a good time, a few beers after work with the gang or at a party. They don't mean to be dangerous, but they are. And there are a lot of drunk drivers on the road. The National Safety Council estimates that about 10 percent of the drivers on the road on weekend nights are legally intoxicated. At all other times, you can expect that one out of every 50 cars coming at you on the road has a drunk driver behind the wheel.

Drunk driving is as dangerous as war. If you don't believe that, then consider that in World War II 292,000 Americans were killed. In the last 10 years, more than 275,000 people died in this country in accidents involving alcohol. The injured number in the millions.

**"The doctor tried to prepare my parents that I was going to die. I had a broken rib which had severed an artery of my heart and punctured both lungs. I had a number of cuts and bruises, my collarbone was broken, and I was so swollen I looked a hundred pounds heavier than usual. I was in the civilian hospital for 60 days. During this time, I had several operations for collapsed lungs. I had gall bladder and kidney infections and 5 feet of my intestines were removed. At one time, I remember telling them (the medical people) I just wanted to die."**

No dollar amount can be placed on Green's suffering, that of his parents or the parents of the Navy man who died in the accident. But a cost can be given for the two months of civilian hospital care: \$250,000. Green also received months of treatment at a Navy hospital which would have totaled tens of thousands of dollars. His parents racked up expenses for air fare, hotels, meals and long distance phone calls.

The National Safety Council estimates that, at an average cost of \$170,000 per fatality, the loss due to alcohol-related traffic deaths is more than \$4 billion a year. Include the costs of injuries and the total reaches a staggering \$17 billion.

Beyond the pain and suffering of the families involved and the cost of medical attention, there was the "cost" to Green's squadron. Commander R.E. Goolsby, commanding officer of VP-44, wrote:

**"Days before we were supposed to deploy, we were sud-**

**denly without our two leading aviation storekeepers. The impact on the squadron was tremendous. Chief Green was not only needed for ordering supplies but he also was our OPTAR expert. Everyone pitched in, but that meant they were taken away from what they were supposed to be working on. There were extremely long days for everyone, and it was a real struggle for 5½ months. Due to the loss of the men just before an 8,000-mile deployment, morale was seriously affected."**

Navywide the cost of drunk driving comes high. It is one of the leading causes of death of military people, with dollar estimates of injury and property damage at \$150 million a year.

But drunk driving is a misleading label because a driver who is not obviously drunk may still be under the influence of alcohol. Some people may walk straight, speak intelligently and maintain an outward appearance of sobriety, but they have a blood alcohol level high enough to make them legally drunk. For example, with a BAL of .10—the legal limit in most states—your chances of being involved in an accident are seven times greater than normal; at .15, the chances are 25 times greater.

Even at half the legal level, your reaction time is lowered 15 to 20 percent. Your night vision is impaired. Your peripheral vision is narrowed. Your sense of speed and distance is less accurate. Perhaps most dangerous, your judgment is affected so that you drive faster, more recklessly and develop a "so what" attitude about problems on the road. This all spells trouble. You become an accident waiting to happen.

In the midst of an outcry against drunk driving spurred on by such groups as Mothers Against Drunk Drivers and Remove Intoxicated Drivers, most people agree that the problem is serious. The question is, what to do about it?

## Drink and drive?



### Sounds fine to me.

According to recent studies, the best deterrence is to assure drunk drivers that they stand a good chance of being caught and punished. In Maryland, the police have been operating random roadblocks since November 1981. These sobriety checkpoints are little more than brief stops for most motorists. But if an "alcohol detector" gets even a whiff from the car, the driver is asked to get out and take the traditional sobriety test: walking a straight line, reciting the alphabet and touching the index finger to the nose with eyes closed. Just during the first quarter of 1982, Maryland police arrested 287 percent more drivers for DWI compared to the same period in 1981.

Some states use a "quick punishment" method of apprehension. If suspected drunk drivers refuse to take sobriety tests, their licenses are revoked for six months. If they take the test and fail with a blood alcohol level of .10 or more, their licenses are revoked for 90 days. And licenses are revoked immediately. Police are authorized to take the person's license on the spot and issue a temporary seven-day permit. The driver then has seven days to appeal or lose the license for at least 90 days.

Another way to combat drunk driv-

ing is to make alcohol less available to those most likely to abuse it.

During the past five years, 19 states have raised their drinking ages to prevent drinking and driving by teenagers. A study shows that when one state raised its minimum drinking age to 21, the number of alcohol-related accidents dropped by 31 percent. Researchers from the Insurance Institute for Highway Safety have also found that states that have raised their drinking age have had a reduction in fatal nighttime crashes.

The Navy also has beefed up its campaign against drunk driving. Commanding officers must now ensure that any person found guilty of DWI will not be allowed to operate a motor vehicle on a naval base for one year. Additionally, the offenders must complete the 36-hour Navy Alcohol Safety Action Program before base driving privileges will be reinstated.

Is this much ado about nothing? Hardly. One out of every two of us will be involved in an alcohol-related accident sometime in our lives. And the costs are enormous: \$24 billion annu-

ally in property damage, loss of wages, medical and legal fees. More than 25,000 dead every year, not to mention the emotional pain to the victims' families and friends.

Why do people continue to drink and drive? One shocking fact stands out. People drink and drive because they think they can get away with it. This can be a fatal mistake.

There's really no defensive driving technique against drunk drivers. You simply have to get them off the streets. And that's just what the federal and state governments are planning to do. If you or a friend drinks, don't get behind the wheel until you're sober. Better yet, get someone to drive you home. Although you may feel great, your driving will be impaired. You're asking for a fine, a jail sentence, license suspension—or worse.

Let's take a sober look at drunk driving. If we stop and think before we drink and drive, maybe people like Green and his friend won't have to pay such a heavy price for a simple drive home.





# Savings Bonds Go to Market-based Interest Rate

The most significant change in the 40-year history of the Savings Bonds Program occurred Nov. 1, 1982. On that day, the interest rate was changed from a fixed rate to a market-based variable rate. This change will keep the interest rate competitive during periods of changing market conditions.

**Q:** *How does this market-based interest rate work?*

**A:** Under the market-based interest system, new bonds and those already outstanding receive 85 percent of the average return on five-year treasury marketable securities when held five years or longer after Nov. 1, 1982. The rate will be adjusted each six months to reflect the average yield. Interest for the period Nov. 1, 1982, to April 30, 1983, is 11.09 percent. The interest rate for the period May 1 to Oct. 31, 1983, will be announced May 1, 1983.

**Q:** *So far, so good. But what if interest rates drop?*

**A:** A guaranteed minimum rate of 7.5 percent has been set for newly issued Series EE Bonds held five years or longer. In other words, should bond interest drop to 7 percent, or even 6 percent, your savings bonds are guaranteed to earn 7.5 percent. The guaranteed minimum rate for outstanding bonds (bonds purchased prior to Nov. 1, 1982) is generally higher.

**Q:** *OK. Let's look at the other side. What if market rates go very high—say to 20 percent or more?*

**A:** Regardless of how high market rates go, your bonds and notes will

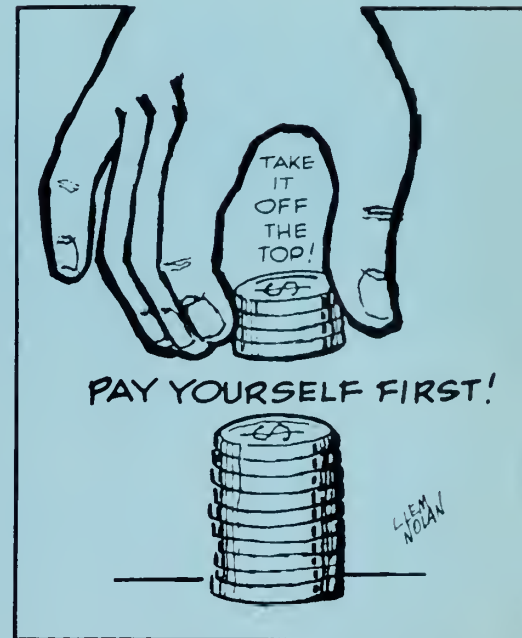
earn 85 percent of the average yield on five-year treasury marketable securities during the holding period, if held five years or longer. In the unlikely event that market rates averaged 20 percent during a six-month period, the interest rate for the following six-months would be 17 percent.

**Q:** *Any changes made in the safety or tax features of bonds?*

**A:** No. Savings bonds will continue to be replaced by the treasury when lost, stolen or destroyed. As for tax features, your bonds continue to enjoy exemption from state and local income taxes—and your federal tax may be deferred until the bonds are cashed or reach final maturity. Also, you still have the option to continue tax deferral by exchanging your E and EE Savings Bonds and Savings Notes (freedom shares) for current income producing Series HH bonds. Further tax advantages can be realized by purchasing bonds in the child's name as owner with a parent as beneficiary (not co-owner). This way you can provide a source for your child's education that may be tax free.

**Q:** *What are the denominations and purchase prices of EE Bonds?*

**A:** Series EE Savings Bonds are purchased at half their face amount. Denominations range from \$50 to \$10,000, but most people buy the \$50, \$75, \$100 or \$200 denominations. Monthly allotments for the purchase of bonds are available starting as low as \$6.25. No other instrument offers market-based interest on as little as \$25—the price of



**BUY U.S. SAVINGS BONDS THROUGH THE PAYROLL SAVINGS PLAN!**

a \$50 savings bond.

There you have it—a savings instrument that offers just about everything rolled into one:

- **Market-based interest rate**—Your savings bonds will stay competitive with market conditions.

- **Tax advantages**—Federal tax is deferred until your bonds are redeemed and are never subject to state or local income tax. It is even possible to keep taxes to a minimum or zero by using the retirement plan or the education plan.

- **Safety**—Bonds will be replaced with their original issue date if lost, stolen or destroyed.

- **Ease of purchase**—Allotments are in affordable increments. And, once you sign up, your savings are automatic, month after month.

- **Safekeeping**—If you so designate on the allotment form, Navy Finance Center, Cleveland, will hold your bonds in the safekeeping depository. Bonds will be forwarded on request by giving name, Social Security number and address.

# Not Difficult, Just Different

By JOC James R. Giusti



The stocky attack fighter banked left. The 2-square acre flight deck drew closer as man and machine approached in a parallel course.

Flight deck personnel suited in green, yellow, brown, blue, red and purple flight jerseys, helmets and life vests watched the approaching aircraft with anticipation as the high-pitched whine of jet engines grew louder.

Then, similar to a runner stealing second, the dark gray *Harrier* roared in over the ship's portside and halted abruptly in midair. Then the plane did an aerial sidestep and waffled down to the steel deck of the USS *Nassau* (LHA 4). No sooner did it land, when another began its landing routine.

Within minutes, 11 *Harriers* from Marine Attack Squadron 321, out of Cherry Point, N.C., were aboard the general purpose amphibious assault ship. The squadron demonstrated rapid deployment of the AV-8A V/STOL fighter recently by flying from the East Coast of the United States to the LHA steaming in the North Sea in support of NATO's Northern Wedding exercise.

"We made the trans-Atlantic crossing to demonstrate our rapid deployment capabilities," said Marine Captain Art Nalls, one of the squadron's

pilots. "We showed we could make the transit, land on a Navy amphibious platform and be ready on arrival to provide close-air support."

For *Nassau's* crew, it was the rare opportunity to work the flight deck with V/STOL (vertical/short takeoff and landing) attack aircraft—one of the most sophisticated airplanes in our nation's arsenal today.

"Air operations get exciting when these planes are on board because they're front-line fighters and are fixed-wing aircraft," said Aircraft Maintenceman Master Chief John E. Welch, *Nassau's* command master chief. "Just watching them come up the portside, slide over and set down is amazing."

"With the AV-8As on board, we have the ability of a quick strike force," added Commander Henry (Hank) L. Clay III, the ship's air boss. "We can react quickly with close-air support for Marines ashore, as well as provide air defense for the amphibious attack force."

Since the Marine Corps received its first *Harrier* in early 1971, pilots have proven the aircraft's worth as both a close-air support and fighter aircraft. The AV-8A's V/STOL capabilities allow it to operate from improvised





*An AV-8A V/STOL fighter settles down on Nassau's deck.*



*A flight deck crewman hoses down a Harrier's intakes with freshwater while other marines and sailors spot aircraft and assist pilots. Routinely, after an operation, marine pilots discuss the plane's performance with their airplane captain.*







A Harrier turns to port as it taxis on the flight deck. A Nassau sailor waits along the starboard side to be called into action.



airfields ashore, as well as from the flight decks of most amphibious assault ships. As a close-air support aircraft, it is unmatched in its ability to deliver ordnance quickly.

Marine Corps plans call for an all-V/STOL light attack force as a new version, the AV-8B, is introduced. The latest model boasts nearly double the ordnance payload.

With the V/STOL aircraft aboard, *Nassau* underwent a transformation that made it closely resemble an aircraft carrier. Its 820-foot flight deck normally launches a helicopter amphibious assault force, but the AV-8As employ different amphibious tactics.

While the Navy's LHAs were configured to handle a mixture of helicopters, *Harriers* and *Broncos* on this

North Sea deployment, only *Harriers* and the Marine's aerial reconnaissance aircraft—OV-10 *Broncos*—made *Nassau* their nest.

"VMA 321 extended our amphibious capabilities in a different direction," said Commander Mike J. Klenslow, *Nassau's* operations officer. "We were designed to provide a helicopter amphibious assault from the flight deck. With *Harriers*, we were capable of providing close-air support as well."

"*Harriers* land vertically but that's their only similarity with helicopters," said Clay. "With *Harriers* come the



*During this cruise, Harrier pilots made live ordnance runs on NATO bombing ranges. Marine ordnancemen lift the 250-pound bombs into place and then arm them. Meanwhile, flight deck crewmen move other planes about the deck.*

noise, heat and the accompanying dangers of handling tactical fighters on the flight deck.

"They require a clear deck for take-off, and we have a deck foul line similar to a carrier's. But we can launch aircraft faster than a carrier and recover them without the necessity of turning into the wind. And we can recover them at different spots along the flight deck."

The Marine Corps' tactical attack fighter not only brings with it amphibious assault changes but also operational changes.

"Tactical jets and their movements

demand a much higher operational tempo. Even so, *Nassau's* crew is happy when they're active and have aircraft to launch," said Clay.

"With boats in the well and planes on the 'roof,' duty in *Nassau* is a continual learning experience," added Welch. "Every day is a new experience with something going on all the time. The tempo and performance never come down, they just stay up."

The changeover to fighter aircraft required careful and cautious planning by *Nassau's* people as the tempo picked up. With some planes taxiing into position and others stacked up behind each





*Flight deck crewmen hold an early morning FOD walk down before flight ops is sounded. As launching draws near, sailors gather on the flight deck. One last check, as the assistant flight deck officer scans the chalkboard flight information a seaman passes to a Marine pilot before takeoff.*





After a long day of flight ops, sailors position the Harriers along Nassau's starboard side, while the flight deck officer and leading chief prepare for upcoming operations. As the hectic pace lessens, crewmen of Nassau's refueling team relax with cards.



other for takeoff at 10-second intervals, the flight deck environment changed dramatically. The AV-8As blasted down the 500-foot runway during a takeoff.

"Harriers are a much greater challenge to our operations because of their speed and the speed with which we have to react," said Klenslow. "Safety is always a concern."

"The pace may not be as hectic as that on an aircraft carrier but the hours are just as long," said Welch.

Nassau's safety record and smooth operations in the North Sea with Harriers were the result of predeployment training with VMA 321. The flight deck crew trained with the squadron at Cherry Point. This was followed by four days of air operations familiarization aboard ship.

"A lot of the credit goes to the Marines," said Welch. "They came aboard ready to operate and helped make the overall performance just great."

"It's the sailors and marines who make Nassau because they pull together and support the mission. They're proud of their ship and their job."

Although Harrier operations added a different dimension to an amphibious assault exercise, Nassau and its other Tarawa-class sister ships are a rare breed. LHAs are the second largest ships in the Navy. Nassau's mission is to embark, deploy and land elements of a Marine landing force in an assault by helicopter, landing craft, amphibious vehicles or by a combination of these. Thus, it possesses the capabilities of the LPH, LSD, LPD and LKA classes of amphibious ships.

"The LHA can carry out all the missions normally conducted by several classes of ships," said Rear Admiral William A. Kearns Jr., Commander Amphibious Group Two. "It can launch and recover helicopters, has a very sophisticated command and control arrangement and, below decks, has a well deck that handles landing craft with M-60 tanks preloaded on them. In other words, an LHA can do it all."



## Putting It All Together

*"At sea there are no boundaries and there is only one law—professionalism."*

Vice Admiral James A. Lyons

By JOC James R. Giusti

A chilling sea breeze swept across the grassy dunes, bringing with it threatening gray skies. Closed-up beach cot-

tages and a handful of campsites occupied the Danish beach front. Only the occasional screech of a sea gull in-

terrupted the sound of waves breaking on the sandy beach.

Suddenly, the distant pounding of diesels sliced the air, and the hazy outline of ships dotted the horizon. Within minutes of first light, the beach swarmed with armored assault amphibians, assault craft, tanks, and combat-equipped Marines and Naval Beach Group personnel. Mixed formations of assault helicopters heading inland filled the rain-threatening sky.

A three-prong amphibious assault was under way, and Denmark's Jutland area instantly became a simulated combat proving ground for professionalism. It was D-day for Northern Wedding '82, a NATO exercise designed to test the allied forces' ability to resist



Denmark was the site of NATO's Northern Wedding '82 exercise. As Marine M-60 tanks splash ashore, BMCM W.D. Power of UDT-21 lets the Marines know who really was first ashore.





*Vice Adm. James A. Lyons, Commander Striking Fleet Atlantic, commanded the NATO forces. Once on the beach, Marines quickly set up communications as Navy landing craft brought more troops and supplies ashore. Nevertheless, local Danes reacted to the landing by making it an outing as they watched the action firsthand.*



aggression and project a multinational combat power ashore in the crucial Baltic approaches to NATO's northern flank. This exercise was linked to Allied Command Europe's Autumn Forge '82, a series of exercises designed to improve the combat effectiveness and crisis management capabilities of ACE forces.

Ten nations participated in the Northern Wedding exercise which reached from the East Coast of the United States to Denmark. It included aircraft carrier battle group operations, reinforcement convoy operations, sea control operations, air and submarine operations and an amphibious landing.

Taking part were more than 160 ships, 250 aircraft and approximately 7,000 ground force personnel from Belgium, Canada, Denmark, the Federal Republic of Germany, the Netherlands, Norway, Portugal, the United Kingdom and the United States. France, although not a NATO member, also provided forces.

Included were 52 ships and 160 aircraft of NATO's Striking Fleet Atlantic. Thirty-three ships and 100 aircraft of the striking fleet joined Northern Wedding after conducting United Effort 82, a sea control exercise. Under the command of Vice Admiral Lyons, these naval units exercised various tactical situations with emphasis on coordinated anti-air warfare, anti-submarine warfare, and anti-surface warfare.

"To our allies, these exercises reinforce and demonstrate the professionalism of the various navies and marines to operate together in a very sophisticated environment against a three-dimensional threat," said Admiral Lyons. "It also sends a definite signal to our potential adversaries that we not only have the capability but also have demonstrated we can use it in a very effective way."

The exercises took on an element of realism because of varied weather conditions and a high level of interest from Soviet and Warsaw Pact forces. At various phases, the weather was excel-

lent. At other times, the forces confronted severe weather which required diversion to other operating areas. The Soviet and Warsaw Pact forces monitoring the exercise were also forced to take storm evasion.

"Within these exercises, we not only had our aggressor forces but also had Soviet forces and Warsaw Pact forces. This added another dimension of realism to the exercise," said Admiral Lyons. "It gave me the ability to come to the judgment that should our NATO allies continue to meet their declared force goals, we can carry out our required tasks and objectives."

The most crucial element of an amphibious assault exercise the magnitude of Northern Wedding, however, is precise timing. That's one reason why such an exercise involves so much planning. In the case of Northern Wedding, it took more than 1½ years to plan.

"Northern Wedding provided the rare opportunity for us in the amphibious warfare specialty to practice all facets of an amphibious operation, the most complex military operation there is," said Rear Admiral William A. Kearns Jr., Commander Amphibious Group Two and commander of the Combined Amphibious Task Force.

"My job as an amphibious task force commander is to put the Marines

ashore at the time and place specified in the operations plan. If we don't put those Marines on the beach or in the helicopter landing zone precisely on time, we could have a hazardous situation. The orchestration of this most complex military operation takes a real effort from every sailor and marine."

With all the plans drawn and a most impressive NATO force gathered, therefore, the success of Northern Wedding fell upon the shoulders of the sailors and marines manning today's state-of-the-art weapons platforms.

Northern Wedding succeeded as sailors and marines from the various nations pooled their resources, talents and professionalism to challenge and to complete the assigned tasks. Whether it was marines storming the beach, sailors running the landing craft, or Seabees inserting a causeway, they demonstrated the allies' solidarity.

"Our sailors and marines constantly amaze me by their initiative, ingenuity and their adaptability to meet varying situations," said Admiral Lyons. "The individual sailors and marines—both U.S. and allied—are outstanding. They are our national treasure and the key to success. They are the ones who put it all together."

*A Marine OV-10 Bronco reconnaissance plane prepares to take off from Nassau.*



# Currents

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## *Overpayments of military pay and allowances*

A recent review of the payment of military pay and allowances by the Auditor General of the Navy showed that some Navy members are receiving pay to which they are not entitled. Generally, this is caused by the complexities of the entitlements and the difficulties of managing the volume of paperwork associated with a mail-based pay system.

If you are receiving improper payments, it is your responsibility to report this to the appropriate authorities. Although article 132 of the Uni-

form Code of Military Justice provides for the prosecution of service members for acceptance of government payments which they know they are not entitled to, most overpayments result not from fraud but from administrative errors. Nevertheless, failure to report an overpayment places the responsibility of the overpayment on the member and subjects that person to possible disciplinary action plus the financial hardship of repaying the erroneous amount.

## *Two new OT service ratings*

The Navy has established two ocean systems technician service ratings—OTA (analyst) and OTM (maintainer)—and will convert all OT billets and people in paygrades E-4 through E-8 to these new ratings by July 1984.

The new service ratings will allow Navy people to specialize in either equipment maintenance or data analysis skills, eliminating the need for cross training and improving the individual's advancement opportunities. All OTs will be solicited for their rating choice in January 1984. That choice will be one of the factors used in assigning an individual as an OTA or an OTM.

The OTA career path will require no additional training courses. For OTMs, under the six-year obligation advanced electronics field program, preliminary training will consist of attending a basic electricity and electronics school for 8 to 12 weeks before entry into class "A" school.

The reason for the program is the need for specialized training and experience to operate and maintain the highly sophisticated electronic equipment used to process and document sound data gathered from the oceans.

Further details are contained in NAVMIL-PERSCOM Notice 1440.

## *Recreation programs are good for you*

Rear Admiral David L. Harlow, commander, Naval Military Personnel Command, recently emphasized the importance of recreation programs in the Navy as an alternative to substance abuse. He stated that innovative and motivated leadership, combined with additional funding support of recreation facilities justified for the emotional and physical well-being of Navy people, can help deter drug and alcohol abuse.

The Navy's Recreation Service Program provides a variety of activities which contribute to the physical and mental well-being of Navy peo-

ple and their families. Those activities can offset or prevent the causes of substance abuse such as stress, boredom, peer pressure and loneliness. Among the activities and service currently provided are auto hobby shops, art and crafts centers, entertainment opportunities, athletics, and youth and community activities which encourage a quality lifestyle and build a positive self-image. Navy people and family members are encouraged to take advantage of recreation facilities and programs.



## *Navy lodges maintain current rates*

Compared to commercial rates for temporary lodging, Navy lodges are a bargain. The average cost per room is \$20 a day, about 20 percent less expensive than for comparable commercial hotels and motels. The current rates at the lodges will remain in effect through January 1984.

Navy lodges are a source of inexpensive, temporary lodging for Navy people and many include kitchen facilities.

Reservations should be made in advance. The 1982 Navy lodges' occupancy rate for nearly 1,300 rooms was 90 percent.

## *Alcohol-related highway deaths hit 55 percent*

Department of Transportation officials announced recently that alcohol is a factor in 55 percent of all highway accident fatalities, based upon the one-year period covered by a recent study.

Of the total alcohol-related highway deaths, 60 percent died driving or riding in cars, light trucks or vans. Motorcycle fatalities accounted for another 10 percent. The analysis further showed that 60 percent of those killed while riding a motorcycle had been drinking.

Alcohol was involved in up to 25 percent of all injury-producing accidents and in 8 percent of all

property-damage-only accidents. The National Highway Traffic Safety Administration report also showed that 40 percent of the adult pedestrians fatally injured were legally intoxicated.

The safety administration concluded that:

- Between 24,000 and 27,500 people killed each year in auto accidents had consumed alcohol.
- An additional 700,000 people injured each year in auto accidents had consumed alcohol.
- Alcohol is involved in more than 2 million motor vehicle accidents each year.

## *U.S. Marines take part in Lebanon rescue efforts*

A blizzard, described as the worst snowstorm ever to hit Lebanon, stranded hundreds of people in the hills east of Beirut and resulted in a death toll estimated as high as 65 people. The Lebanese government requested the aid of multinational force units in reaching motorists and delivering supplies to isolated areas.

U.S. Marines assigned to the peacekeeping force took an active role in the rescue, using helicopters and tracked vehicles to open roads, rescue stranded individuals and deliver food and supplies. An initial flight of two Marine helicop-

ters removed four men suffering from frostbite and exposure after being trapped for four days. More than 5,000 pounds of C-rations and more than 1,000 gallons of fuel were delivered to Lebanese citizens in isolated areas. U.S. helicopters made extensive surveillance flights over the area to search for other storm victims and assist Lebanese rescue forces in reaching them.

The combined efforts of the Lebanese army and civil defense crews with the cooperation of the multinational force accounted for the rescue of some people.

## Molders Pour It On



In one corner of the foundry aboard USS *Samuel Gompers* (AD 37) stands the furnace tender, waiting for the temperature dials to indicate that the metal is hot enough to pour. Furnaces hiss; the heat begins to build.

To the uninitiated, a trip to the foundry seems a descent into a modern-day world of Faust. But for the men who perform the ritual, it's just another day's work.

The metal heats to a white-hot bubbling liquid. The onlooker peers fearfully over the furnace's edge, aware that the molten mass, sputtering and spitting with seemingly evil intent, may have a mind of its own.

The foundry's crewmen are well-protected from the fiery inferno, safe behind face masks, their hands guarded by asbestos gloves.

The liquid lava-like substance is ready to pour.

Four figures shrouded in steam begin a careful ballet of sorts, conscious of their every movement. Two balance the ladle holding the metal; one skims off debris, and another wields a shovel to shield skin from the searing heat.

The final product is a new propeller bearing—one that will help a Seventh Fleet ship to continue its mission.

The ladle cools, and, with a flip of their face masks, these foundry crewmen are earthlings again.

—Story and photos by JO2 Glenn Jochum,  
Seventh Fleet PA Rep





*Opposite page: ML1 Carlos Gutierrez exults over a successful pour. Left: A great deal of preliminary work must be done before a metal pour. ML2 Ken Hamilton works the defects out of a mold with a slick (foreground), while MLFN Billy Blackman prepares to pack a mold. Below: The shank holding the crucible is operated by molders Gutierrez (near) and ML3 Francisco Macaspac, while Billy Blackman (left) skims debris off the top.*



# Bearings

## Productivity Excellence Award Winners Named

Winners of the 1982 Chief of Naval Material's Productivity Excellence Award were announced recently. The award was established last year to stimulate innovative thinking regarding productivity and potential productivity growth.

Winning commands received a Chief of Naval Material Productivity Excellence Award flag to be flown during the year following the award, an engraved plaque and a certificate. Each employ-

ee of the winning activities received a wallet-sized replica of the award certificate.

Individuals who made significant contributions at the eight commands were recognized as productivity fellows and were given lapel pins. They were also invited to participate in Headquarters Corporate Productivity Steering Group activities.

The 1982 winners are: Norfolk Naval Shipyard, Portsmouth, Va.;

Naval Weapons Station, Seal Beach, Calif.; Supervisor of Shipbuilding, Conversion and Repair, Portsmouth, Va.; Naval Supply Center, San Diego, Calif.; Navy Public Works Center, Pensacola, Fla.; Naval Air Rework Facility, Cherry Point, N.C.; David W. Taylor Naval Ship Research and Development Center, Bethesda, Md.; and Naval Electronic Systems Engineering Center, Vallejo, Calif.

## Misawa Petty Officers Learn to Lead, Manage

Leadership and management are two responsibilities that go with the territory for Navy petty officers. Fourteen first and second class petty officers at U.S. Naval Security Group Activity, Misawa, Japan, added to their knowledge in those areas with a locally prepared Leadership and Management Seminar.

Designed by Chief Petty Officer Art Bowie to supplement existing courses for chief petty officers and lower ranking petty officers, LAMS is directed toward petty officers first and second

class—those who directly supervise the majority of the command's people.

The seminar format, chosen because it offers the greatest opportunity to sharpen skills through a variety of educational methods, helps fill the gap for those who have not attended the Navy's Leadership, Management and Effectiveness Training or the indoctrination course. LAMS uses adult learning principles and emphasizes participants taking responsibility for their own learning.

Before the Misawa seminar began,

the class was divided into two work groups, and the senior member of each group received instructions concerning expectations for their group. Naval security group's commanding officer, Captain Henry Orejuela, stressed the importance of employing firm and fair leadership, of learning good management principles, and of recognizing the uniqueness of each individual.

One participant who returned to regular duties after the four-day seminar with a desire to learn more and to apply the knowledge gained was Cryptologic Technician Second Class Denise Crook.

"As a result of this seminar, the other participants' input and the valuable information received, I feel highly motivated to succeed both professionally and personally. I'm confident I can assist others to accomplish the same."

A follow-up session three months after the seminar will allow participants to discuss how LAMS worked for them, to address additional topics, and to identify further individual goals.



—By CTTCS Thomas R. Meaney  
Naval Security Group Activity  
Misawa, Japan



## Practicing Leadership Skills

When Senior Chief Personnelman John Dubose conducts leadership training classes for adult Scoutmasters, he uses more than the "Manual"—he calls on more than 20 years of hands-on Navy experience.

Dubose, assigned to the Commander in Chief, Atlantic Fleet Personnel Manning Readiness Office, is one of six Boy Scout volunteers (military and civilian) who conduct six-week long leadership training courses for Scoutmasters. The training gained at these classes is then passed on to the Scouts so the youngsters can put leadership skills to practice.

"The similarity between what I teach to Scoutmasters and Scout leaders and what the Navy instills in its petty officers is remarkable," claims the assistant Scoutmaster for Boy Scout Troop



34 in Norfolk, Va. "In our Scoutmasters' training class, we teach concepts of leadership, administration and organization within the Boy Scout structure. The Navy teaches the same basic principles to its leaders within the Navy structure."

Scouting is a family affair for the

*PNCS John Dubose reviews the lesson plan for his Boy Scout leadership class.*

Duboses. The chief's son, Thad, is a first class Scout, his wife, Maureen, is a Girl Scout leader, and his daughter, Christine, is a Brownie.

"Both organizations stress the need for leaders to recognize the importance of teamwork and cooperation—to have their people function as a unit rather than individually in order to accomplish a set goal or objective," said Dubose. "Leaders are taught to realize that their people have to help and depend on others. One person cannot act alone to get the job done.

"Both organizations emphasize that to become an effective leader, a person must first become a follower," continued Dubose. "Like the Navy, our young Scouts have to start at the beginning and work their way up through the ranks as followers before they can be placed in positions of leadership.

"I believe former Scouts have an advantage in the Navy because they have more of an understanding of the way the military system functions," added Dubose. "That is a result of the opportunity to experience responsibility and leadership roles earlier in life."



**The U.S. Navy's Project Handclasp** reached out to help the needy recently, as crew members from the USS *New Orleans* (LPH 11) volunteered their services to distribute handclasp materials at an orphanage in Pohang, South Korea. The orphans welcomed the six pallets of goods (3.5 tons) with open arms. Materials—donated by the U.S. government, private industry, religious organizations and individuals—included medical/dental equipment, food and clothing. Project handclasp materials are distributed only to the most needy individuals and organizations. The goods are delivered directly by U.S. military people not only to ensure proper distribution delivery but also to give servicemen a vivid insight into the lifestyles of other cultures. *Photo by PH1 John Bruno, USS New Orleans.*

—Story by JO2 Jeffry Katariski  
—Photo by PHAN Michael Long  
CinCLantFt Public Affairs Office

# Bearings

## It's Up to Me

"Oh, I didn't realize that you are Dr. Martin."

"That's all right. It happens often," is the usual reply of the first woman doctor assigned to the Point Mugu Family Clinic.

Lieutenant Ruth H. Martin, a native of St. Louis, reported for duty in mid-July to the Naval Regional Medical Clinic, Port Hueneme, Calif., and was assigned to the clinic at Point Mugu. She handles 15-20 patients daily with occasional duties in military sick call or occupational health services.

"This is really different," she said. "During the last year at the Naval Regional Medical Center in San Diego, we were usually told how things should be handled. Now, it's up to me as to how things are done. I find that challenging and exciting."

Martin earned her medical degree and additional master's in forensic

science at George Washington University in Washington, D.C. She joined the Navy in 1977 after going through Officer Indoctrination School in Newport, R.I. Martin also has attended the Combat Casualty Care Course at Fort Sam Houston in San Antonio, Texas.

Martin said that there have never been any real difficulties resulting from her sex. "While doing my internship, I worked primarily with active duty males," she said.

About the only thing that ever bothers her is when people assume that she isn't a doctor. "I've been standing in the hall with a stethoscope hanging around my neck, wearing the white coat with big letters spelling 'Dr. Martin' over the pocket, and people will still call me 'nurse.'"

Martin said that she likes Point Mugu and all its association with naval aviation. "It gives the place a kind of charged-up atmosphere." While at Point Mugu, she hopes to become

flight-qualified and participate in search and rescue team operations.

"I think the Navy's great," she said. "They've been really good to me, and I like the feeling that I'm contributing to my country."



*Dr. Martin with one of her young patients. Photo by JO2 Dallas Bellamy, Pacific Missile Test Center.*

## Coronado Divers Prepare for Master's Test

Rewards for obtaining the enviable position of master diver are many. A master diver's specialty pay is nearly double that of a first class diver; promotions to E-8 and E-9 seem to come faster.

Once qualified, detailers pay special attention to a master diver's duty assignments, bringing about a greater match between the diver's desires and the Navy's needs. But most importantly, a master diver possesses an unparalleled ability to supervise any Navy diving evolution.

These incentives are not granted, they are earned. And there is no doubt that the course leading to qualification is a tough one. After meeting the U.S. Navy Diving Manual's prerequisites for master diver, prospective candidates undergo an arduous five-week evaluation at the Naval Diving and Salvage Training Center, Panama City, Fla. Seven courses a year are offered, and there are only four people per class.

Because the demands are so great, nearly half of those seeking qualification as master divers fail the evaluation the first time around. That's why the Navy, realizing that better preparation is often the key to success, is taking steps to help divers prepare for those final evaluations in Panama City.

The help comes in the form of an advanced training course designed by the Naval Amphibious School's Diver Second Class Training Department in Coronado, Calif., for future master divers and diving supervisors. The department's two-week course offers classroom instruction and diving scenarios similar to those which candidates will experience in Panama City.

NavPhibScol's first course was held last summer. The students spent their first week in the classroom undertaking a thorough review of diving physics, air charts, helium dioxide charts and comprehensive instruction in diving medicine. The second week concen-

trated on diving maneuvers that included simulated casualties.

"Each candidate participated in four drills daily, once as a diving supervisor and three times as a diving tender, for a total of 12 dives," said Master Chief Electrician's Mate Joseph Dubois. "Even an experienced first class diver can spend years in the fleet and still not deal with many casualties. Our course condenses years of casualty experience into two weeks."

Each performance was evaluated with the entire diving team, then with the master divers, diving officer and the on-scene medical officer. Diving equipment used included the Navy MK1 mask, Navy MK12 deep-sea rig and aluminum recompression chamber.

With this new training, divers will have a greater opportunity of passing the evaluations for master diver the first time around. And when they do, they will know that they represent the epitome of the Navy's diving community.

—By JO3 Darryl E. Gies



## Sailboat Salvage

Two years ago Recreational Services at Naval Air Station Bermuda lost a 22-foot sailboat when it caught a final puff of wind, ran aground on a reef and sank.

There it lay until several sailors scrambled together a salvage mission to rescue the boat from its grave. Although successful in raising the battered hulk, one sailor remarked, "It's a genuine miracle the boat was rescued intact."

Placed in dry dock, the once seaworthy vessel awaited a second miracle—the challenge of repair and refurbishment.

That challenge was tackled by off-



duty Seabees from Naval Mobile Construction Battalion Five's Bermuda Detail. Heavy and light pier construction is nothing new to Seabees, but boat reconstruction was something else.

The repairs included building a new mahogany bulkhead, benches and decking for the interior, as well as many hours spent sanding and repairing the hull.

By the end of six weeks, the fully rigged sailboat was launched to once again sail the waters of Grassy Bay. As Chief Builder Ken Moyer said, "We've learned new skills in boat repair and have come to know each other better in pursuing a common goal. It pulled us together as a team."

In appreciation of their efforts, Recreational Services offered the detachment exclusive use of the boat, which the Seabees appropriately named *Can Do*.

—By BU2 Mark Hegedus  
NMCB-5 Bermuda Detail

## '...and a star to steer her by,...'\*

When the sloop *Providence* sailed from Norfolk, Va., on a four-day voyage to Philadelphia and the Century IV Tall Ship Celebration, its six-member crew hosted 12 Naval Sea Corps Cadets who were aboard for annual training.

The trip was primarily a venture into the seagoing life of yesteryear aboard a cannon-laden, sailing vessel. In addition to basic ship familiarization, equipment identification and line handling, the apprentice sailors were taught general navigation, watchstanding and, of course, the less enjoyable tasks of swabbing decks and polishing brightwork. Still, there was much to learn in such a short time.

*Providence's* skipper Al Rodrick provided incentive for the cadets to learn the ropes quickly. Reminiscent of a salty skipper issuing orders from the quarterdeck, Rodrick would sing out a correction just before a cadet made a mistake.

Even after memorizing everything, all was not easy for Cadet Third Class

Becki Zajicek: "I was confused on how or when to let lines go fast or slow, but Captain Rodrick didn't hesitate to give us hints."

Cadet Third Class Michael Twigg also had a difficult time with the lines but now knows "the difference between jib downhaul and the rest of the lines."

The sea cadets learned to identify buoys and how to read a compass so when they took the wheel they wouldn't allow the ship to sail more than a few degrees off course.

Because space was tight aboard *Providence*, the 300 gallons of fresh water was used only for drinking, cooking and essential cleaning. When the time came to shower, the cadets used another method.

"I'd never dream of having someone pour a bucket of seawater over my head but it was fun," said Cadet Seaman Erik Balsley.

They also learned to get by on limited rations since there was little space for luxury items. Once *Providence* reached port, Balsley said, "I couldn't believe I went for three days without a soda."

Sea Cadets Robert Estes (left) and Michael Twigg work together to raise the mainsail of the sloop *Providence*.



\*"Sea Fever," by John Masefield, 1902

—Story by JO2 Mark Wallace  
NRD, Philadelphia

# Recruiters of the Year

There are about 4,000 men and women who do a job so important to the Navy that they may be said to supply its very lifeblood. They seek out those who will be turned into future legal officers, photographers, supply officers, yeomen, medical officers, boatswain's mates and on and on. These are the people with whom we all begin our Navy careers—the recruiters.

Each year the Navy selects its top officer and enlisted recruiters and 10 runners-up. This year, Lieutenant Gregory J. Cornish of Navy Recruiting District, Harrisburg, Pa., was named Outstanding Officer Recruiter of the Year. Mess Management Specialist First Class Johnnie D. Lemon of Navy Recruiting District, Seattle was named Top Enlisted Recruiter of the Year.

To be selected from a field of recruiters that would stretch for more than a mile if lined up shoulder-to-shoulder is quite an honor, according to Lemon. "This is the Navy Recruiting Command's top honor, and it is made so much more special to me by winning this award for my hometown, Spokane, Wash., and for my family. I am honored, surprised and very happy."

Cornish voiced similar feelings. "I was a little surprised at first because I didn't think a nuclear power officer recruiter would be selected as Officer Recruiter of the Year. I am very honored to be chosen this year's winner."

Selection for the award is not a numbers game—it is based on total enlistments by program, the degree of difficulty in attaining those enlistments, and on overall performance. The contributing factors to Cornish's selection were his recruiting 12 nuclear power officer candidates, six other officers and 30 referrals leading to nine enlistments.

*Lt. Cornish at work, phoning a potential officer candidate, and at home with his wife, Jane, and their 3-year-old daughter, Patricia Anne. Photos by JO1 Bob Remington.*





*PO Lemon is congratulated by Mayor James E. Chase of Spokane, Wash., for his selection as Top Enlisted Recruiter of the Year. Photo by JO1 Michael Fisher.*

To put his achievement in perspective, consider that the average nuclear officer recruiter enlists four people to the nuclear power program, and an impressive recruiter might hit eight. Also, the officer nuclear power program is the Navy's number one priority for recruiting and is by far the most difficult program to recruit into due to the high qualification standards and the tough competition from the civilian community.

Lemon's achievement was equally impressive. Although his goal was 46, he enlisted 90. Of these, 78 were high school graduates. It was this attention to quality recruiting that served as a key factor in his selection as top enlisted recruiter. Lemon was further awarded an honor by Mayor James E. Chase of Spokane, who proclaimed January 1983 as "John D. Lemon Month" in recognition for being selected the nation's top Navy recruiter for 1982.

The top recruiters' methods are surprisingly similar. "The primary key to selling the Navy to potential prospects is developing a personal rapport with them and explaining the Navy and its programs," said Cornish. "Students today are very receptive to having military people, especially Navy people, talk with them."

Referrals are of great importance to Cornish; they come to him from fraternities, NROTC students and enlisted recruiters.

One of the points Cornish stresses is the importance of being honest. "I tell them exactly what the officer programs require of them and that they should make sure the Navy is what they really want."

He tells his people that he is seeking top quality individuals for a demanding job.

Lemon's rapport with people comes naturally. "I have found it easy to relate to the high school seniors in my area. I went to the same school, walked the same streets and did the same things



that many of them do today. I can relate to them and share with them the opportunities offered by the Navy."

His referrals come mainly from his large pool of people in the Delayed Entry Program. "I picture my DEP pool as a business which I head, and, throughout my territory, I have many sales representatives—the people in the pool. They become walking, talking information booths and feel very much a part of the Navy."

In addition to Cornish and Lemon, 10 other outstanding recruiters were chosen for honors and were recognized recently during three days of ceremonies in Washington, D.C.

Officer runners-up: Lieutenant Alfred Alvarez, Navy Recruiting District, Miami; Lieutenant Bradley Barth, Navy Recruiting District, Washington;

Lieutenant Robert Hansen, Navy Recruiting District, Omaha; Lieutenant Raymond Eckenrode, Navy Recruiting District, Dallas; and Lieutenant Brian Schires, Navy Recruiting District, San Diego.

Enlisted runners-up: Chief Navy Counselor Anthony Bakarian, Navy Recruiting District, Albuquerque; Chief Aviation Maintenance Administrationman Harvey Booker, Navy Recruiting District, Cleveland; Navy Counselor First Class Daniel Cooper, Navy Recruiting District, Minneapolis; Machinists' Mate First Class John Creggan, Navy Recruiting District, New York; and Electrician's Mate First Class John Todd, Navy Recruiting District, Raleigh.

—By JO1 Dale Hewey

## From the Barrel to the Shelf

Uncle Sam's sailors have been book lovers from the early days of the U.S. Navy when, it has been said, every sailor had a "Bowditch" or "seaman's bible" tucked safely in his sea bag.

It was the sailors, themselves, who bought the books for the first shipboard libraries. An example of this was on the warship USS *Franklin* in 1821. In 1828, however, the Navy began providing libraries with appropriated funds as a necessary part of ship's supplies.

The seagoing, shipboard library is unique among the services. Unlike the other services, the Navy employs military people to set up, maintain and operate libraries. Also, no other service is faced with keeping libraries going in such difficult surroundings as aboard ships at sea.

Herman Melville, the author of *Moby Dick*, served in 1834 as an ordinary seaman in USS *United States* and described his experiences in *White-Jacket*. The *United States* was of the same class as the much better known *Constitution* and *Constellation*. At the time Melville joined, *United States* was flagship of the Pacific Squadron.

According to Melville, the library aboard *United States* wasn't exactly attuned to the habits and interests of the ordinary seaman—the ship's collection featured books of a high moral or scholarly character. They were worthy, no doubt, but were hardly anything to help a sailor pass a pleasant hour. This may have been just as well because the books were stored in a barrel, and that

barrel was in the keeping of a Marine corporal who was surly if anyone requested permission to browse through the library's holdings. Small wonder! Dumping and then repacking the barrel must have been a trying chore.

It is true that in the old sailing ships, a barrel, if properly packed and secured, would keep the books dry and safe. But a sailor who wanted to read a book had to be willing to face up to the wrath of the barrel keeper.

By the end of the 19th century, sails had given way to coal, and barrels gave way to bookcases. By then, books were

RP3 Douglas Horman finds the library on USS *Yellowstone* (AD 41) quiet, comfortable and well stocked—in contrast to the library of "carefully selected books" on USS *Massachusetts* (BB 2) in the late 1800s.





stored in glass-fronted cases secured along a bulkhead. A table of sorts was suspended from the overhead, and one read while standing. Seats were at a premium.

Judging from the surviving ship library catalogs, the contents of ships' libraries by 1900 were a great improvement both in quantity and diversity over the library aboard *United States*. By then, ships' libraries had become learning centers, not just places to while away the hours.

Today, a ship's library needs to serve the needs and interests of the crew—

not just as a source of education but for recreational purposes as well. Facing severe space and weight constraints, the tendency in shipboard libraries is to emphasize the serious rather than the trivial. Thus, a book on aircraft design is more likely to be included in a carrier's library than is a book on unidentified flying objects even though the UFO book would probably be read by more people.

According to Religious Program Specialist Second Class Ed Wills, the crew of USS *Yellowstone* (AD 41) has an inordinate fondness for scarce

westerns. The problem is that not too many new westerns are published these days. Wills finds the crew to be heavy users of technical publications, particularly on cars and cycles, World War II books and of books in which photographs predominate.

Helen Brewer, naval regional librarian, Norfolk, Va., finds there is considerable variation in likes and dislikes and notes that the offering of college courses on board can have a decided impact on the kind of library materials in demand.

The advent of paperbacks in World





# Shipboard Libraries

War II eased the problem of balancing the light with the serious side of shipboard libraries. Today, the Chief of Naval Education and Training—who supports shipboard libraries with materials—provides monthly paper-

back book kits along with monthly shipments of regular, clothbound books.

A major change in ship library support occurred recently when CNET, in response to fleet suggestions, advised

smaller ships that clothbound books would be discontinued in favor of larger distributions of paperbacks. The ships also were given the option of maintaining their clothbound libraries and of keeping them current by requesting materials from the CNET command responsible for providing library materials: the Naval Education and Training Program Development Center, Pensacola, Fla. A large number of smaller ships are satisfied with paperbacks.

Because there are few technical books published in mass market paperback format, the pendulum for smaller ships has swung to the other extreme—it's hard to find serious reading matter on board.

The switchover was caused, in part, by the fact that maintenance of an authentic library is difficult, and smaller ships found they could not manage a library with consistency. Organizing collections of library materials is more difficult than one imagines, and it takes someone with some experience and training.

With the establishment of the religious program specialist rating, the Navy has people competent in shipboard library matters. The new training manual for third and second class RPs has extensive chapters on library

*The daily job of reshelving books and marking them out shows that Yellowstone crew members like to read. Photos by PH2 Darrel E. Erickson.*







*Library Technician Suzy Byrd and Librarian Marjorie Horneyard get the new computer system into operation at NavEdTraProDevCen, Pensacola, Fla. Photo by D.M. Slover. Helen Brewer (below), naval regional librarian at Norfolk. Photo by PH2 Darrel E. Erickson.*



procedures, policies and services. Change for the better is already evident to naval regional librarians who visit ship libraries and help train attendants. These regional librarians, who are on the staffs of the naval education and training support centers, Atlantic and Pacific, are enthusiastic about the ever-increasing professionalism on the part of the RPs.

Running ships' libraries gives the RPs first crack at the monthly book shipments, allows them to meet many of the crew members and so become acquainted with individual interests. RPs provide valuable skills having a multitude of applications and extend the boundaries of service to their fellow members.

Melville's barrel library cannot compare with today's shipboard library,

*With more than 5,000 fiction, non-fiction and reference books, 100 videotaped movies, cassette tapes, games and an organ with headphones—the library in USS Peleliu (LHA 5) is not often empty. The 850 crew members, plus as many as 2,000 embarked Marines during operations, find the library a quiet place for relaxation or study. It also can be converted into a chapel for Divine Services. Photo by PH3 Jerry P. O'Bryan.*

but both have something in common: a desire on the Navy's part to assure that being at sea does not mean intellectual isolation. The organizational structure supporting ship libraries can respond to a great variety of shipboard needs

and interests. Still, it is up to each ship to determine the quality of library collections and services to be provided to its crew.

*—By G.M. Coble  
CNET, NAS Pensacola, Fla.*



# The American Navy

*The following collection of publications chronicling the story of America's Navy from its beginning during the American Revolution until the late 1960s is offered military buffs and serious historians by the Government Printing Office in Washington, D.C. Use the order blank printed below and indicate in the appropriate blank the number of copies desired.*

**1. \_\_\_\_\_ Naval Actions in the American Revolution.**

This set of 20 color lithographs depicts the Continental Navy, Washington's Navy, State navies, and privateers in action from 1775 to 1783. Shipped flat, suitable for framing. 1974. 20 posters, 16 x 20 inches, il.

S/N 008-046-00071-9 **\$12.00**

**2. \_\_\_\_\_ The American Revolution, 1775-1783, An Atlas of 18th Century Maps and Charts.**

The *Atlas* contains a selection of maps and charts which were available to both sides during the War. Most provide geographical coverage of the various naval theaters of operation. 1973. 96 p, 20 maps. il.

S/N 008-046-00043-3 **\$13.50**

**3. \_\_\_\_\_ Marines in the Revolution.** Relates the colorful story of the part played by the Marines in the Revolutionary War. Includes colorful photos and maps and stories about such heroes as George Rogers Clark, John Barry, and John Paul Jones. Clothbound. 1975. 512 p. il.

S/N 008-055-00083-1 **\$18.00**

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**Naval Documents of the American Revolution.** These eight volumes clearly portray the decisive role played by our infant Navy in America's struggle for independence. All volumes are clothbound and illustrated.

**4. \_\_\_\_\_ Volume 1.** Covers the period of civil disobedience immediately prior to the War. 1965. 1500 p. il.  
S/N 008-046-00035-2 **\$24.00**

**5. \_\_\_\_\_ Volume 2.** Includes documents on the first naval legislation passed by the Continental Congress in 1775 and the successful harassment activities carried out by the Patriots early in the War. 1967. 1512 p. il.  
S/N 008-046-00036-1 **\$24.00**

**6. \_\_\_\_\_ Volume 3.** While the colonists assembled defenses for the coast, the British were preparing an amphibious assault against Charleston—meanwhile, the French pondered the benefits of offering clandestine

help to the Americans. 1968. 1520 p. il.

S/N 008-046-00037-9 **\$24.00**

**7. \_\_\_\_\_ Volume 4.** Covers the successful naval attack against the British in the Bahamas, Congressional authorization for privateering, and Southern preparations for British attack. 1969. 1616 p. il.

S/N 008-046-00038-7 **\$25.00**

**8. \_\_\_\_\_ Volume 5.** Contains documents which detail the frenzied shipbuilding undertaken by both sides on Lake Champlain, Washington's plans for defense of New York, and the colonists' vigorous defense against the British attack on Charleston. 1971. 1516 p. il.

S/N 008-046-00046-8 **\$24.00**

**9. \_\_\_\_\_ Volume 6.** Covers the British assault on New York, their victory on Long Island, the battle for Lake Champlain, and shipbuilding activities in European ports. 1973. 1672 p. il.

S/N 008-046-00052-2 **\$26.00**

**10. \_\_\_\_\_ Volume 7.** Describes the success of our privateers abroad and the British occupation of Newport, Rhode Island. 1976. 1488 p. il.

S/N 008-046-00066-2 **\$24.00**

**11. \_\_\_\_\_ Volume 8.** Outlines naval operations during the first five months of 1777, both in European and American waters. 1980. 1206 p. il.

S/N 008-046-00080-8 **\$26.00**

**12. \_\_\_\_\_ Naval Documents of the American Revolution, Volumes 1-8.** All eight of the preceding publications, offered at a substantial savings.

S/N 008-046-00106-5 **\$177.00**

**13. \_\_\_\_\_ Civil War Naval Chronology.** Covers all major naval activities of the North and South, including the defense of Washington, shipboard life, Confederate forces afloat, Civil War music, blockade runners, and more. Clothbound. 1971. 1132 p. il.

S/N 008-046-00050-6 **\$25.00**



14. \_\_\_\_\_ **Monitors of the US Navy, 1861-1937.** Traces the evolution of the monitor class ship from the Civil War to the eve of World War II. 1969. 48 p. il.  
S/N 008-046-00015-8 \$4.75

15. \_\_\_\_\_ **Charleston Blockade.** The Journal of a naval officer who served on board a Union ship during the blockade of Charleston harbor from September 1861 to August 1862. 1976. 304 p. il.  
S/N 008-047-00201-7 \$7.50

16. \_\_\_\_\_ **Autobiography of Admiral Charles Wilkes.** The controversial, twice court-martialed, 19th century sailor tells the story of his career, from midshipman to rear admiral. Clothbound. 1978. 968 p.  
S/N 008-046-00076-0 \$20.00

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# The Navy Remembers

*Marking the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant April events.*

If every significant date in history were declared a holiday, April would be one of the most celebrated months. Naval history notes many dates in April as anniversaries of battles or birthdays. Some dates are reserved for monumental deeds and momentous occasions; others commemorate tragic events. And whether the name is of a person—John Paul Jones, David G. Farragut or Robert E. Peary—or a thing—the submarines *Holland*, *Thresher* or *Ohio*—each has its own special place in history.

April 2, 1827: Construction of the first building designed to serve as a naval hospital began at Portsmouth, Va.

April 4, 1818: Congress established the present pattern of the U.S. flag.

April 30, 1888: Charles Henry Parks was commissioned the Navy's first Catholic chaplain.

## Raising Havoc from *Ranger*

April 24, 1778: Commanding USS *Ranger*, John Paul Jones engaged the British sloop HMS *Drake*. After a one-hour fight, Jones and his crew captured the British warship for the infant U.S. Navy. Jones accomplished the feat after terrorizing British shipping in the Irish Sea, spiking the guns of the batteries at Whitehaven, England, and



*USS Ranger, left, under command of John Paul Jones, takes on the British sloop-of-war HMS Drake in 1778.*

seizing the residence of the Earl of Selkirk on St. Mary's Isle.

Although other British ships had been captured or destroyed by Americans, the *Encyclopedia of Military History* recounts Jones' actions (including his capture of HMS *Drake*) as

throwing the British into a ferment because "This was the first purely foreign invasion of England since the Norman Conquest."

## Battle of New Orleans

April 24, 1862: After a five-day



bombardment of Forts Jackson and St. Philip, flag officer David Farragut sailed a small squadron of ships up the Mississippi River past the Confederate forts, anchoring by New Orleans. The two forts surrendered on April 28.

## Birth of the Submarine Community

April 11, 1900: A young U.S. Navy accepts its first submarine (USS *Holland*). Designed by inventor John P. Holland, the first sub combined an electric motor for underwater propulsion and a gasoline engine for power when surfaced.

While Holland is unofficially regarded as the father of the American submarine, development of undersea vehicles actually began in 1578 when William Bourne, a British mathematician and author of naval subjects first designed a leather-covered, wooden-framed structure to be rowed underwater.

It was between 1620 and 1624, under the creation and guidance of Dutch inventor Cornelius van Drebbel, that the first undersea vehicle was maneuvered successfully. From that first undersea voyage, which took the submarine to a



John P. Holland

reported depth of between 12 and 15 feet, the pace of submarine development took on worldwide interest.

But it wasn't until the American

Revolution that a submarine (*Turtle*) was used as an offensive weapon. Yale University graduate David Bushnell designed the one-man submarine. *Turtle's* offensive capability consisted of a screw device with a gunpowder charge of about 150 pounds which was detonated by a time fuse once the sub's operator had anchored the charge into the hull of his intended victim.

Although Bushnell made two unsuccessful attempts at proving his sub's offensive capability against the British fleet, his screw device was refined and proven successful in later submarine designs.

Submarine development continued for many decades before the *Holland* commissioning. Less than a century after that submarine's commissioning, innovation swept the submarine community with the launching of the *Trident*-carrying submarine USS *Ohio* on April 7, 1979.

Still, the price of progress in technology carries with it some tragedy. It was 20 years ago—on April 10, 1963—that the nuclear submarine *Thresher* (SSN 593) with 129 men aboard was lost at sea during diving tests off Cape Cod.

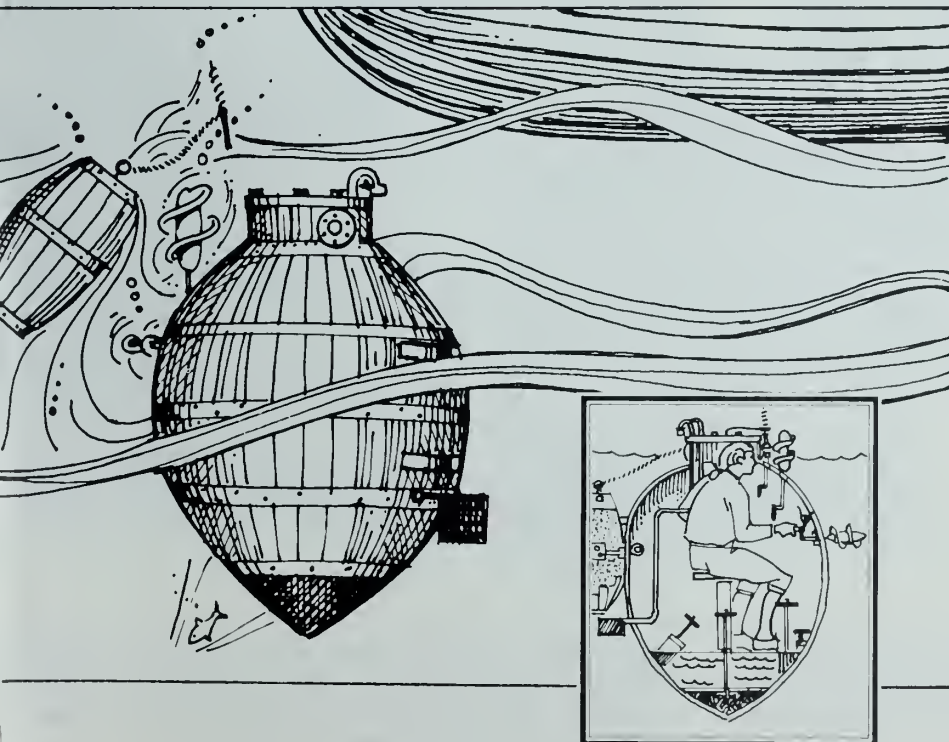
## Naval Space Surveillance Facility Established

The Naval Space Surveillance Facility was established at Dahlgren, Va., April 19, 1960—three years after the Soviets launched the first earth satellite. Today, the Dahlgren facility consists of nine field locations, six receiver stations, a vast network of sophisticated computers and the largest antenna system in the world.

Now called the Naval Space Surveillance System, the organization supports both Navy's operational requirements and serves as an integral part of the North American Aerospace Defense Command. In addition to fulfilling its multifaceted role in naval and national defense, Dahlgren also serves as a space detection and tracking system for NORAD.

In that capacity, the system has helped track the space shuttle flights.

—By JOC Lon Cabot



# Mail Buoy

## Editor's Note:

In the article "Easing the Tax Bite," *All Hands*, February 1983, the first paragraph on Page 7 dealing with the number of allowances claimed on the W-4 form could be misleading. For clarity, it should read:

*This year you may claim as many as 14 legal exemptions on your W-4 withholding form (called "allowances" in the W-4 instructions and work sheets). Beyond 14, the employer is required to notify IRS, who will then contact the taxpayer for further verification. Each allowance is equal to a \$1,000 deduction; in 1981 IRS only allowed up to nine such exemptions. The more allowances you claim now, the less money will be withheld from your pay throughout the year. That extra take-home pay could be put into some type of savings account where it will earn interest.*

The purpose of allowing taxpayers the opportunity to claim more allowances on a W-4 than they have actual exemptions on a 1040 is *not* so the taxpayer can underpay withholding tax and use the excess throughout the year. Rather, it simply enables a taxpayer to more accurately balance the amount of tax withheld to the actual amount of tax owed. Because of this, the use of this technique is generally applied by those who might otherwise have large refunds at the end of the year. Some items which may give rise to a greater number of allowances are such things as estimated deductions for payment to an IRA, net business losses, credit for child-care expenses and the new estimated deduction for a married couple when both spouses work.

## No Snowshoes in Florida

SIR: Regarding your cover story of "Cold Weather Survival" in the January 1983 issue, I sincerely hope that the upside down photograph on Page 21 of the snowshoes and backpack is not indicative of the student's orientation skills.—PNCS G.F. Foozer

• *Although we knew the difference, our printer in Florida has never seen snowshoes.*—ED.

## Operations in Beirut

SIR: We are currently serving with detachments from Naval Beach Group Two, homeported on the Naval Amphibious Base, Little Creek, Va. Our detachment is composed of groups from Assault Craft Unit Two, Amphibious Construction Battalion Two and Beachmaster Unit Two. All three detachments are now serving with the 1,200 Marines ashore in Beirut, Lebanon, having landed on Oct. 29 and 30, 1982. Is there a possibility of *All Hands* doing an article showing naval beach group in action performing our assigned tasks on an actual mission, rather than on an exercise?

I feel that such an article would be most welcomed by all the naval units involved in this operation.—CW04 Harold R. Smith.

• *We at All Hands couldn't agree with you more—we do need stories on your detachment and the other Navy ships and units supporting such operations as the one in Beirut. Trouble is, we can't go there (because of lack of travel funds). We ask everyone—fact is, we plead with them—to get the interest of their local public affairs people and entice them to produce material we can publish. It's simply a case of going out and putting the facts on paper and on film—we'll take it from there. If we have any questions, we'll get back to them.*—ED.

## Fond Farewell

SIR: I read with great interest and with a deep sense of nostalgia your November 1982 issue regarding the decommissioning and transfer to the Mexican Navy of the USS *Vogelgesang* (DD 862). As a crew member from January 1966 to July 1968, I can say that *Vogelgesang* was by far the best ship for any sailor to serve aboard, especially since it was my first ship.

During the mid-60s, I reported just four months before the "old lady of the fleet" deployed with DesRon 32 to the Gulf of Tonkin. Besides leaving the states, she had earned a reputable place of honor wherever she sailed. Her crews were also commended for their sense of duty and willingness to

serve. She served as flagship for many staffs, including DesDiv 322 and DesRon 28. She served her Navy and country well; those who served on *Vogie* will always remember her. Though she was put in a temporary standdown status, she still outlived any other FRAM in our Navy, while keeping up with the reserves.

With sadness, I attended her final passing last February. It's hard to say farewell for the last time to a ship I first reported aboard as a seaman apprentice and then, later, as a senior chief. She lived up to her motto—*Drauf Und Dran* (rough and ready)—and to the modern day motto, "If you're out of FRAMs, you're out of destroyers."—NCCS Thomas J. Snee

• *Thanks for your comments regarding our coverage and for sharing your feelings on USS Vogelgesang (DD 862)*—ED.

## Reunions

• **USS Mellette (APA 156)**—Reunion May 13-15, 1983, Las Vegas, Nev. Contact Glenn Flenniken, 8975 Gramercy Drive, San Diego, Calif. 92123.

• **USS Yorktown (CV 5)**—Reunion June 9-12, 1983, Green Bay, Wis. Contact Robert R. Newcomb, Route 6, Box 2355, Rhinelander, Wis. 54501; telephone (715) 369-3984.

• **USS Essex (CV/CVA/CVS 9)**—Reunion June 14-18, 1983, Orlando, Fla. Contact Bob Morgan, 3841 S.W. 29th Place, Ocala, Fla. 32674 or Captain Horst A. Petrich, 621 Robens Road, Virginia Beach, Va. 23452.

• **USS Acheron (AKA 53)**—Reunion June 16-19, 1983, State College, Pa. Contact Emery Keck, 2318 Whitehall St., State College, Pa. 16801; telephone (814) 238-6251.

• **Naval Weather Service Association**—Reunion June 23-25, 1983, San Jose, Calif., for former or present members of Naval Aerology, and Naval Weather Service or Naval Oceanography Command. Contact Ken Chesmore, PO Box 8727 NPS, Monterey, Calif. 93940; telephone (415) 483-3280.

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*Deployment in the Indian Ocean does have its compensations. A touch of home was brought to Seventh Fleet sailors when the DoD/USO tour visited their ships during the Christmas/New Year's holidays. The Dallas Cowboys cheerleaders (above) perform aboard the guided missile cruiser USS Bainbridge (CGN 25); the guided missile destroyer USS Waddell (DDG 24) keeps pace with the cruiser as they move through the Indian Ocean. Photo by PH2 Paul Soutar.*



**Northern Wedding • See Page 27**



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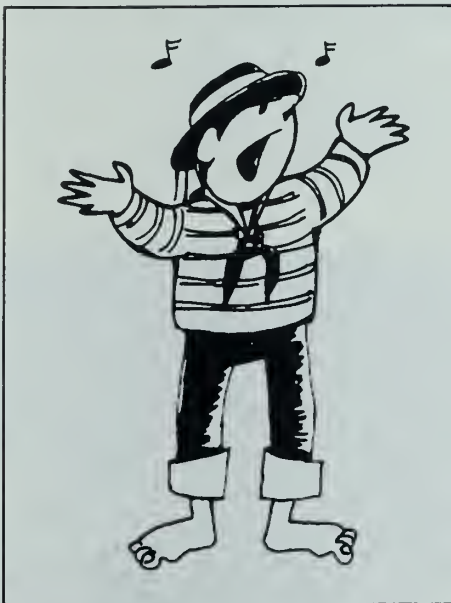


*On the orthopedic ward of Naval Hospital San Diego, Lieutenant Judith Ann McCloskey confers with Hospitalman Apprentice Edward S. Metzel. McCloskey is one of a special team of professionals, the Navy Nurse Corps, whose duty assignments run the full range of professional nursing practice. She, along with the others of this group, go on about their duties efficiently and quietly. The corps celebrates its 75th anniversary on May 13. Photo by PH1 James H. Wallace, PA Center San Diego.*





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MAY 1983

MAGAZINE OF THE U.S. NAVY

60th YEAR OF PUBLICATION—NUMBER 796

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### Covers

Front: With scaffolding in the background, workers secure a caisson to a dry dock at Long Beach Naval Shipyard. As thousands of gallons of water are pumped out of the dock, the caisson becomes less buoyant and once again provides a watertight wall. Photo by PH2 S.A. Brennan.

Back: Capt. Otis M. Brooks, commanding officer of NAF Atsugi, in his yukata with "happi coat" and "hachimaki," joins Bon Odori dancers. Photo by PH2 Ric Rew.

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# Court of Last Resort

Story by JO2 Vickie J. Oliver

Photos by PH2 Robert K. Hamilton

*Congress is overburdened by many local and private matters which divert its attention from national policy making and which it ought not have to consider. It serves as a tribunal for the settlement of private claims. It spends much time in pension bills . . . and other private and local matters. The substitute bans the introduction in either House of private claims and pension bills. . . . These time-saving devices will not only make for a more efficient use of Congressional time, they will also enable the Congress, which has been in almost continuous session since 1940, to take an annual recess.*

—92 Congressional Record 10048.

The above refers to Section 207 of the Legislative Reorganization Act of 1946 and provides the reasoning behind the creation of the Boards for the Correction of Military and Naval Records. The act itself was written by the Joint Committee of Congress convened in 1943 to make a complete study of the organization and operation of Congress.

On March 4, 1946, the committee recommended, in part, that administrative forums be created within each of the military services to settle disputes by individuals. As a result, the Boards for the Correction of Military Records were established in the office of the Secretary of War, Jan. 2, 1947, thus relieving Congress from private legislation.

"The board's mission," said W. Dean Pfeiffer, executive director of the Board for Correction of Naval Records, "is to correct errors and injustices that occur in the military records of current or former members of the Navy and Marine Corps."

*The board of corrections reviews a case. Opposite page: W. Dean Pfeiffer, executive director of the board, discusses a heavy schedule with secretary Vikki Taylor.*





Functioning under the office of the Assistant Secretary of the Navy for Manpower and Reserve Affairs, the board is comprised of 42 high-ranking Navy civilian employees appointed by the Secretary of the Navy. They are selected according to their educational background and their experience in dealing with people. Military experience is not required as they are briefed on Navy laws, policies, directives and regulations. Their main purpose is to determine if a service record error or an injustice occurred in a person's military records and whether the affected individual should be given redress.

During their first five years of existence, the boards processed more than 15,000 claims, acting favorably on 1,400.



"The backlog, when I got here in November 1979," said Pfeiffer, "was 9,500 cases. Now it's less than 2,000. We get about 1,000 to 1,500 applications a month, and we accept about 700 to 800 of those applications."

Since inception, the board has processed about 130,000 applications, some dating as far back as the Civil War.

"One of those Civil War period requests is still pending in the Secretary of the Navy's office. A descendant of a Civil War officer wants to get his ancestor's dismissal from the service changed to a retirement."

Applications that cannot be corrected in the normal chain of command or through other administrative action come before the board for possible review. According to the comptroller general, cases involving the payment of monies to an individual must come through the corrections board. But when Section 207 was originally enacted, no one was vested with the authority to order payments (appropriated funds or otherwise) based on record corrections.

In 1951, Congress amended the section to permit the service secretaries to make such payments when applicable. The amendments also state that correc-

tion board decisions are final and conclusive on all officers of the United States and provide a statute of limitations for bringing claims.

The board receives many cases involving enlistment contract corrections or enlistment bonuses because a person was ill-advised at the time of enlistment. For instance, a person wants the service record corrected to reflect a guaranteed enlistment bonus option for the Advance Electronics Field Training program in the amount of \$1,500. This is considered a simple case in which the individual petitions that the record be corrected where appropriate and in accordance with regulations.

"Some cases get very complex, and some of the applications don't articulate very well exactly what kind of relief is desired. Therefore, we have to interpret it for the individual," Pfeiffer said.

"We had one person who wanted to be retired for disability because he was shot while on appellate leave awaiting his bad conduct discharge. He admitted, however, that he didn't know where he'd spend the disability pension because he was in jail for killing the guy who shot him."



Another in a Delaware penitentiary submitted a rather lengthy application requesting to get his record—as he put it—“unscrewed.” The ex-serviceman wanted his discharge upgraded from an undesirable to an honorable.

The board does not accept many cases because records cannot be altered, such as requests from people who have had sex-change operations.

“We get many requests from homosexuals who want their undesirable discharges changed to reflect the new policy, which would be a general or an honorable discharge,” said Pfeiffer.

There are 53 classifications of possible errors or errors of injustices that fall under BCNR’s domain (see accompanying list). However, the board is authorized to take final action for the Secretary of the Navy in the following nine categories provided the relief granted is what the applicant requested and if such action is recommended by the proper naval authority and is agreed to by the board:

- Leave adjustments.

- Retroactive advancements (enlisted).
- Enlistment/re-enlistments in higher grades.

- Entitlements to basic allowances for subsistences and other allowances.
- Survivor Benefit Plan/Retired Serviceman’s Family Protection Plan elections.

- Physical disability retirements (including discharge for physical disability with severance pay).

- Service re-enlistment/variable re-enlistment and proficiency pay entitlements. Regular re-enlistment and combat arms enlistment bonuses.

- Changes in home of record.

- Reserve participation/retirement credits.

BCNR also serves as an appeal board for the Navy Discharge Review Board, in addition to reviewing discrimination cases, if a person claims that discrimination served as the basis for too severe a discharge or court-martial.

The correction process begins with the submission of an Application for



Correction of Military or Naval Record under the Provisions of Title 10, U.S. Code, Section 1552 (Department of Defense Form 149). A claimant, his or her heir or legal representative must file the application within three years after the discovery of the error or injustice. If an application is filed after the statute of limitation, the person submitting it must include reasons for the delay.

“We don’t enforce the three-year limitation as a practice,” Pfeiffer said,

“because the Navy’s position is, if the record and application are examined and it is determined that there is an error or injustice, it should be decided on a merit basis. None of the boards have done it in the past, except in grievance cases or where it’s obvious that the person has known about it for years and just didn’t take any action.”

*Nancy Church of the records division (above) retrieves information from the Docket machine. A board member (upper right) makes a point during a case.*





Another reason why BCNR may waive its statute of limitation is because many service members are initially unaware of the board's existence and, therefore, have no knowledge of the time requirement, in spite of the fact that service members are to be advised of the board's existence at the time of discharge.

It normally takes about six months to process an application, but, with the current decrease in backlog, three months is now the average.

In the second step of the process, the application and any supporting brief may be sent to the appropriate military office for an advisory opinion from an informed Navy or Marine Corps officer concerning the merits of the case.

The applicant's military record, application, brief and any advisory opinion are then examined by a member of the board's professional staff who reviews the information and prepares a summary of the case. BCNR's professional staff is made up of 17 members (eight attorneys) and is divided into four sections: disability, pay, performance and discharge. After the examiner's summary is prepared, it is reviewed by the board, along with the applicant's record. The board will decide either to grant a hearing, recommend that the records be corrected without a hearing,

or deny the application without a hearing.

"We have about 15 to 20 oral hearings a year," said Pfeiffer. "Almost all of our cases are handled by what we call executive sessions.

"Oral hearings are not a matter of right. We would get so few cases done, and it would increase the budget about 10 times or more, and the quality of justice is not significantly increased."

If a hearing is granted, the applicant must be notified of the time and place at least 30 days in advance. He or she may appear alone or with counsel and witnesses. It is up to the applicant to notify the board, 15 days in advance, of the names of the counsel and witnesses and to inform the witnesses of their scheduled appearance.

When the board reaches its decision, it is forwarded to the secretary as a recommendation. If SecNav approves, the Navy will take the necessary actions to implement the board's decision. However, applications will not be reviewed unless all administrative remedies have been exhausted. Applications may also be denied on the basis of insufficient evidence of an error or injustice. But such cases will be reconsidered if new and relevant evidence is later found.

Since hearings are not a matter of right, applicants must request hearings in their applications, along with enough evidence to prove that a hearing is warranted. If an application is denied without a hearing, the board must give the applicant and counsel (if any) a written explanation for the denial. Applicants still not satisfied may file claims via the Federal District Court system or the U.S. Claims Court.

"Many people seeking discharges go into the federal district court even before they submit an application to the board," said Pfeiffer. "The court usually rules that the administrative remedies have not been exhausted and remands the case to the correction board. The board must decide whether that person should be discharged or held to the confines of the contract."

Although the board does strive for as much uniformity as possible, each application is decided case by case.

"We get sued frequently for being arbitrary and capricious," said Pfeiffer. "But more often than not, the courts have said that our actions were appropriate. We have a pretty good win-loss record."

All of the services' correction boards function under the same statutes; all the rules are basically the same. One

---

## Board for Correction of Naval Records Process

**STEP I**—Applicant, heir or legal representative submits an Application for Correction of Military or Naval Records under the Provisions of Title 10, U.S. Code, Section 1552 (DD Form 149) and supporting brief to the board.

**STEP II**—All pertinent records are assembled from various sources including Veterans Administration.

**STEP III**—Appropriate military office may be asked by the board to provide an "advisory opinion" regarding the claim's merit.

**STEP IV**—Examiner reviews applicant's military record, application, brief and any advisory opinion and prepares a summary.

**STEP V**—Board reviews the case and

decides if a hearing should be granted or decided without a formal hearing.

**STEP VI**—Board's recommendation is forwarded to Secretary of the Navy for his approval. SecNav may or may not support the board's decision.

**STEP VII**—If SecNav agrees with the board, the Navy will implement the correction, including any monetary relief by the appropriate disbursing activity.

*Further information regarding correction board procedures can be found in NAVSO-P-473 (codified as 32 CFR 723) or obtained from your command legal office. Applications may be obtained from and are submitted to the Board for Correction of Naval Records, Washington, D.C. 20370.*

exception is that BCNR does not accept any application wanting to change a person's re-enlistment code.

"It's a practical matter," Pfeiffer explains. "If we remove the underlying reasons for the RE code—say we change a medical diagnosis—we'll recommend to the secretary a change in the RE code."

If the record correction results in a monetary benefit entitlement, it is

called a settlement. When the applicant accepts payment, complete release has been effected, and the correction process is over.

When asked if he had any advice for Navy service members, Pfeiffer replied:

"Follow the directions on the application forms, and, if you're on active duty, seek assistance from your personnel office. If you're not on active duty, seek assistance from the various

service organizations that provide counseling such as Veterans of Foreign Wars, Fleet Reserve Association, American National Red Cross, Disabled American Veterans or the American Legion.

"The board gives members the highest level of administrative appeal for correcting errors and injustices. It is the Navy and Marine Corps members' court of last resort."

## Application Classifications

### In categories one through nine, the board takes final action for SecNav.

1. Leave adjustments (including restoration of leave, election of cash settlement for unused leave vice election to carry forward unused leave to a new enlistment or vice versa).

2. Retroactive advancements (enlisted).

3. Enlistment/re-enlistments in higher grades.

4. Entitlement to basic allowances for subsistences (including commuted rations), family separation allowance, travel allowance (including dislocation allowance; dependents' travel; member's own travel expenses; temporary lodging, housing, cost of living, evacuation, mileage and trailer allowances; shipment of privately owned vehicle and household goods and per diem).

5. Survivor Benefit Plan/Retired Serviceman's Family Protection Plan elections.

6. Physical disability retirements (including discharge for physical disability with severance pay).

7. Service re-enlistment/variable re-enlistment and proficiency pay entitlements. Regular re-enlistment and combat arms enlistment bonuses.

8. Changes in home of record.

9. Reserve participation/retirement credits.

### 10 Series—Contracts and Pay

10. Entitlement to three months constructive service (show discharged and re-enlisted within three months of normal end of obligated service).

11. Change term of enlistment contract (enlisted and officer).

12. Change date of discharge, length of service, etc. (for entitlement to Veterans Administration benefits) and other changes in discharge or enlistment dates.

13. Allowances listed in Department of Defense, Military Pay and Allowances Entitlement Manual and Joint Travel Regulations (including basic allowance for quarters, clothing allowance for enlisted members and uniform and equipment allowances for officers).

14. Special pay items listed in DODPM (including

medical, dental and optometry pay, continuation pay for medical officers, variable incentive pay for medical officers, foreign duty pay, diving duty pay, continuation pay for nuclear qualified officers and enlisted).

15. Incentive pay items listed in DODPM (including flight pay, aviation career incentive pay, submarine pay, parachute duty pay, flight deck duty pay, experimental stress duty pay and leprosarium duty).

16. Readjustment pay.

17. Severance pay (other than disability).

18. Miscellaneous payments listed in DODPM (including contract cancellation pay and allowances, lump-sum reserve bonus, contract surgeons and allowance for recruiting expenses).

19. Other pay cases; changing USN to USNR or vice versa.

### 20 Series—Removal of Material

20. Remove officer fitness report (memo required) and/or failure of selection.

21. Remove FitRep and letter of transmittal (leaving supplemental FitRep on file; no memo required). Remove FitRep and letter of transmittal and show not previously considered for promotion.

22. Remove letter of reprimand or other derogatory material. Remove medical diagnosis/miscellaneous medical material. Remove derogatory material (show not previously considered for promotion).

23. Remove failure of selection (show not previously considered for promotion).

24. Remove or modify Navy petty officer or Marine non-commissioned officer evaluation reports. Remove enlisted fitness reports (Marine) and be considered for remedial promotion board.

25. Delete or modify conduct marks.

26. Expunge record of non-judicial punishment.

27. Show not reduced in rank/rate.

28. Remove mark of desertion; change absent without leave or desertion status.

29. Review clemency discharge.





*Above: Board members Bob Zs Salman (left) and Dr. David Woods (right) carefully go over the facts in an appeal. Rickie Mathis, of the administrative division, (right) helps keep the tons of paperwork properly filed.*



### 30 Series—Review of Discharge/Involuntary Separations

30. Review dishonorable discharge (issued by general court-martial only).
31. Review dismissal (issued by general court-martial only).
32. Review bad conduct discharge (GCM).
33. Review BCD (special court-martial). Review BCD/SPCM (appeal from Navy Discharge Review Board decision).
34. Review BCD (summary court-martial).
35. Review undesirable discharge (under other than honorable conditions). Review UD (appeal from NDRB decision).
36. Review general (under honorable conditions) discharge. Review general discharge (appeal from NDRB decision).
37. Review reason for discharge. Review discharge for medical reason.
38. Set aside involuntary retirement/discharge/separation. Set aside orders for discharge where petitioner is being retained on active duty by court order.
39. Change retirement date, applicable rank/rate (officer or enlisted).

### 40-50 Series—Changes in DORs/Adjustments of Lineal List

40. Show continuous service conditions (re-enlistment within three months; enlisted).
41. Change date of acceptance of appointment/commission (officer).
42. Change date of rank and effective date of promotion (or appointment) and adjust lineal position in accordance with previous BCNR decision (officer).
43. Other changes in date of rank and effective date of promotion (officer).
44. Adjust lineal list and/or date of rank only (officer).
45. Adjust base pay entry date (includes Judge Advocate General Corps and Naval Reserve Officers Training Corps cases).
46. Show appointed to higher grade (officer).
47. Show no time lost.
48. Show advanced to higher enlisted rank/rate.
49. Show injury incurred in line of duty, not as a result of own misconduct.
50. Other requests and augmentations.
51. Void enlistment.
52. Show transferred to retired list/retired reserve.
53. Show transferred to Fleet Reserve Association.

# USS Ajax

## Fixing the Fleet

The USS *Ajax* (AR 6) is a vital link in the readiness of the Seventh Fleet. With the facilities and expertise on board *Ajax*, repairs are made on everything from the hull of the Seventh Fleet ship to their most advanced radar equipment.

At places like Diego Garcia and the Republic of the Philippines, ships tie up alongside this 40-year-old repair ship and receive tender loving care. The skilled repair crew can make the difference between ordering a new high-pressure steam valve costing \$12,000 or having the old one repaired in *Ajax*'s valve shop for \$32 in parts.

*Ajax*'s supply department can handle supplies ranging from high-priority repair parts to toothpaste for a crew. They even supply disbursing, laundry and food services to ships whose own facilities are not operating.

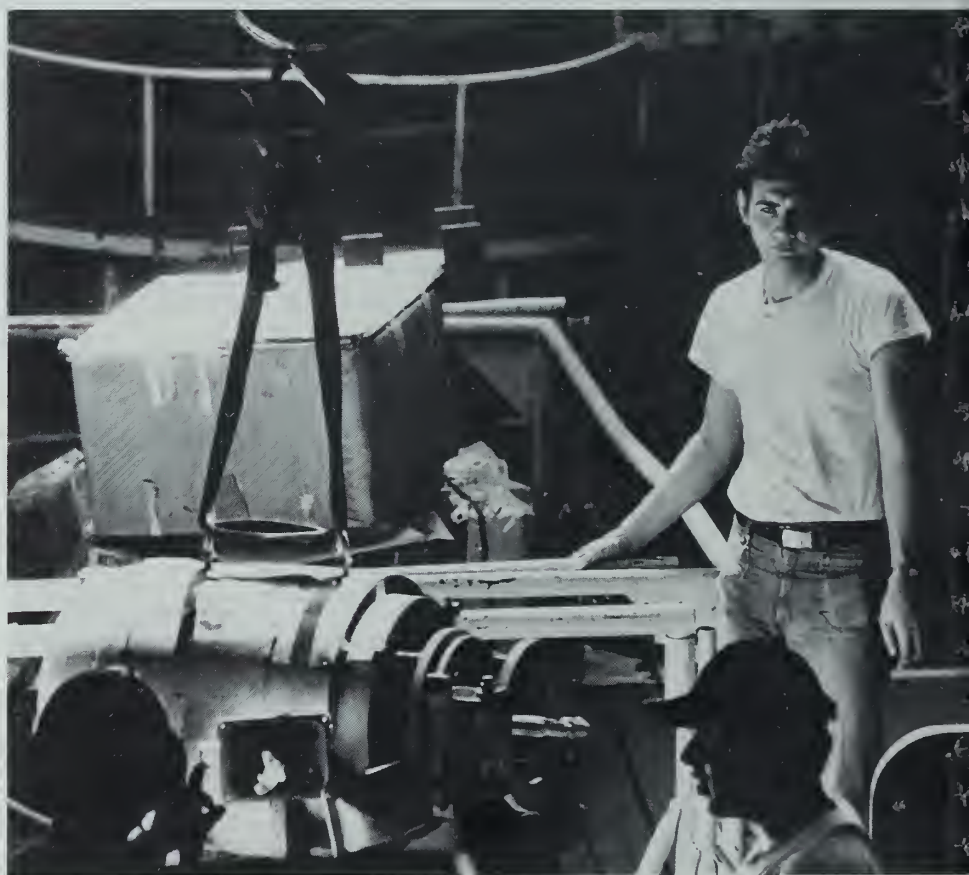
There is a steady two-way flow of sailors crossing the brow of *Ajax* and the ships alongside carrying broken parts and fixed parts, work requests and progress reports.

"I haven't been able to spend more than 15 minutes at my desk in the last two days," said James Robertson, an instrumentman first class who works in the mechanical instrument repair and calibration shop. "I've been out either ship checking or doing on-site calibration. If it takes 18 hours a day to do the

job then that's what we put in," he said.

The commanding officer, Captain Ronald Kerslake, said, "We're willing to tackle the job to the best of our ability, to bend our backs to do the best job we can. The bottom line is to get the job done—to do whatever it takes to keep these ships on the line at their peaks of operational readiness."

—By PH2 Paul Soutar,  
Seventh Fleet PA Rep











## The Reserves - A Force in Readiness

Call it what you will—revival or rebirth—the reserve is in renaissance.

“We’re going to grow from the present 94,000 drilling reservists to almost 124,000 by the end of 1987,” said Rear Admiral Robert F. Dunn, the present Chief of Naval Reserve.

The admiral added that such growth will present a real challenge for reserve recruiters. In a sense, they’ll have to beat the bushes. The reserves are after quality people, not just numbers.

It would seem—at least on the surface—that recruiting people for the reserves really isn’t much of a problem these days, what with the economy in a downturn and jobs difficult to find in civilian industry.

“That’s a help to us,” said Admiral Dunn, “because there are more people interested in joining and staying in the reserves and making a little bit of extra money these days.”

But there’s another side to the overall picture, and it’s interwoven as well with the economy—the active Navy’s retention rate. It seems that the more people who stay on active duty, the fewer people the reserves have from which to recruit.

“This,” said the admiral, “is simply because we get most of our people from those who are leaving active duty. If fewer people are leaving active duty,

our recruiters have to work harder.”

A couple of years ago, in another interview with *All Hands*, Admiral Dunn said that he was an “. . . example of the individual who didn’t really know what was best for him.”

At the time, he was talking about once trying to turn down a factory representative billet which was offered him since he felt that it wouldn’t be career enhancing. He was to find that the job broadened his outlook and gave him experience he would put to good use later in his career. Well, it seems things have come around full circle again for the admiral. He just finished a tour as the Commander, Naval Military Personnel Command, in Washington and in that job he worked to improve the active Navy’s retention rate—particularly its petty officer shortfall and its (then) pilot shortage.

Along with others at NMPC, he succeeded in getting the job done. The retention rate is up and climbing. Now the admiral is on the other side of the fence living with his past efforts. His primary manpower source is the active Navy. He’s “reaping” the rewards for doing his last job well. But taking on a challenge is second nature to him, and he certainly has challenge in his new billet.

A new recruiting program could ease some of the present problems for the Naval Reserve.

“We have the Sea and Air Mariner Program in the works now for recruiting non-prior service people,” Admiral Dunn said. “This is an outgrowth of an earlier program called ‘Ready Mariner,’ where an individual comes into the Navy for recruit training and for ‘A’ school.

“The SAM recruit will be on active duty anywhere from four to 10 months. Then, at the end of that active duty, he or she goes into the reserves and drills for the balance—or a total—of six years.

“We’re going to expand from the present program of 2,000 to some 10,000 recruits in 1984.”

Again, the word “challenge” is used. To the admiral, that 8,000 increase will be “. . . a real challenge to the recruiters.”

In one area, for example, the reserve recruiters will be looking for candidates to become hospital corpsmen. Doctors are hard to find, dentists are a little easier to recruit, and there’s no real problem recruiting nurses—except for some specialties. Corpsmen continue to be a problem, simply because the qualified ones continue to stay on active duty, and there’s no prime

# Reservists

source for such people in civilian life.

"There are a few who work with rescue squads," the admiral said, "but even they aren't the same as hospital corpsmen. For the most part, we'll have to train hospital corpsmen ourselves."

Why are the reserves so intent on recruiting people and reaching higher manpower ceilings? In a nutshell, it's called mobilization, and the primary mission of the Naval Reserve is to be ready for mobilization. That, too, is where the total Navy force policy comes in. The reserves augment the Regular Navy and are standing by with a ready pool of trained people in case of a national emergency. It's too late to recruit and train needed people once

the panic button is pushed. That's something that should have been done yesterday, not today.

A good part of Admiral Dunn's present job encompasses planning for any eventuality which would affect the active Navy's role in maintaining and safeguarding freedom of the seas. His 32 years of commissioned service provide him with the background and the experience to carry off his present job.

He's had air combat experience during the Vietnam War—once as commanding officer of Attack Squadron 146, operating in the Gulf of Tonkin. Holder of two Silver Star medals, he's had command of the USS *Mount Whitney* (LCC 20) and the carrier USS *Saratoga* (CV 60), besides command of

an attack carrier air wing and a carrier battle group.

His service in both the Mediterranean and the Pacific provided the building blocks for his present command—he knows the needs of the active Navy and he knows the value of a trained pool of ready manpower. Now he intends to follow through with programs his predecessor, Rear Admiral Frederick F. Palmer, got started as Chief of Naval Reserve.

"I think my job is easier," said Admiral Dunn, "because he paved the way. My job is an acceleration of things already set in motion."

"The sky's the limit as far as what we can do in terms of contributing to the readiness of the overall Navy. My





job is to marshal all of the talent, point it in the right direction and be ready for mobilization."

What problems does he face? Well, for one, there's a real problem recruiting pilots, but as the admiral admitted, there's frequently a problem with recruiting pilots. It's one of those occupations directly affected by the economy. In good times, the airlines are a threat to the Navy's pool of pilots; in poor times—when the economy hits a slump—the services look good to these same pilots. Naval flight officers are a different story.

"The airlines don't hire NFOs," the admiral said.

Then there's the overall problem of mismatch of skills.

"We need a better match of our skills with our requirements," he said. "Right now, we are in fair shape as far as total numbers of drilling reservists are concerned. But we have a mismatch of skills—too many of one rating and not enough of another."

This matching problem showed up when reservists initially applied for duty aboard the battleships being put into commission—USS *New Jersey* (BB 62) and *Iowa* (BB 61).

"In numbers," he said, "we have enough Selected Reserve volunteers to help man *Iowa*, 524 in fact. But we have too many boatswain's mates and quartermasters and not enough data systems technicians. We can't take everyone who volunteers."

Training for reservists has been upgraded just recently with the introduction of shipboard simulators (see May 1982 *All Hands*). The admiral stated that the simulators have "been placed around the country" and reservists far from a seacoast can drill on shipboard-like equipment.

Working with the Naval Education and Training Command, the Naval Reserve is attempting to modularize training courses to benefit reservists who, because of time constraints, cannot possibly complete courses during their two weeks of active duty. Reworking the courses, reservists will be able to take them in two-week chunks, and they'll be able, therefore, to obtain new naval enlisted classification codes.

The training and equipping of the reserves fits hand in hand with the total Navy force policy.

As Admiral Dunn explained, "Part of the Navy is what we call the active Navy and part of it is what we call the reserve Navy. If we have one of those navies, the active, let's say, manned at 100 percent and the other not manned at 100 percent, then the whole Navy is not manned at 100 percent.

"If we have one Navy equipped with the latest and most modern equipment and the other equipped with outdated equipment, then the whole Navy is less than fully equipped.

"The same goes for training.

"This is the kind of thing we want to impress on everyone—just exactly what the total Navy force concept constitutes."

Newer, faster ships are being made available to the Naval Reserve Force, along with new aircraft. This spring, the E-2C aircraft will replace the E-2B in the Norfolk area. And a reserve A-7 squadron at Alameda, Calif., will transition from the A-7 to the F/A-18 in 1984. According to Admiral Dunn,

*Naval Reserve Helicopter Anti-submarine Squadron 74, stationed at NAS, South Weymouth, Mass., has a flight safety record of more than 39,000 hours. It proved its readiness during a February USS Saratoga (CV 60) man overboard rescue in high winds and heavy seas which earned PO Garrett A. Rogers a nomination for the Navy-Marine Corps Medal. Photos by PH2 Dave Previti.*



# Reservists

this will be the third Navy squadron to be equipped with the F/A-18.

Part of the settling-in process with his new job involves Admiral Dunn's carrying the word to the active Navy. He's intent on correcting certain misconceptions:

- "On a day-to-day basis, the Naval Reserve is making major contributions to what the active forces are doing. NRF ships—whether frigates or mine-sweepers—are participating in the efforts of both the Atlantic and Pacific fleets."

- "An important part of our community is the TARs, those responsible for the training and administration of reserves. They are the glue that holds the total Navy force concept together. They bring the active forces and the selected reservists together."

- "Just because an individual wears the uniform only one weekend a month

or during two weeks in the summer, and somebody else wears it all year long, doesn't mean that the first one is less of a sailor or less of a naval person."

It would seem, then, that as the reserves are in renaissance, they have a renaissance man at the helm—a man well-versed in the naval sciences, ideally suited to his role.—JFC



Right: Rear Adm. Robert F. Dunn. Photo by PH2 Robert K. Hamilton.

Below: AO1 Richard Pierce, Sea Cadet Edward Cullen, AO2 Warren Hill, AO3 Frank Mollins and AW2 Michael Walsh prepare to load munitions aboard an HS-74 helicopter. Photo by PH2 Dave Previti.





# Ready for the Call

Russell Gorman is an assistant operations manager with a large corporation which handles big ship operations. He's good at it. His company's ships sail the world hauling much-needed minerals to the United States.

Roy Dunlap is a private civil engineering consultant. His interest in engineering and construction has evolved over the years from the basics to management and development. He's well-known as an expert in his field.

Buzz Warfield is a district manager

in Washington, D.C., for a major oil company. He has a product to sell, and, through experience, he's learned to do it by training, motivating, developing and leading other people.

B. James Lowe is in a leadership position in a corporation dealing with nuclear energy. His background is in deep-ocean engineering and research and, now, nuclear engineering.

Dr. Henry T. Edmondson is chief of staff at the Augusta, Ga., Veterans Administration Medical Center. He's also

a professor of surgery and assistant dean at the Medical College of Georgia. It takes expertise and dedication to reach that level in the medical field.

These five men are leaders in their fields. They're leaders in their commu-

*Rear Adm. L.O. "Buzz" Warfield, Commander, Naval Reserve Readiness Command Region Six, discusses reserve matters with Cmdr. David Dohner and Lt. Jack McGarry. Photo by JOC Rich Beth.*



# Reservists

nities and leaders in the Navy as well.

With duty orders in hand, these five and dozens like them become active duty admirals or commodores in the U.S. Navy. They are reservists. They all say they are ready to serve, for in addition to the expertise they have in their regular jobs, they keep abreast of the Navy and the Naval Reserve in particular.

Once a year they meet in conference to exchange information and ideas and hear briefings from active duty experts.

Recently, some 50 Naval Reserve flag officers from around the country converged on New Orleans and met with their new boss, Chief of Naval Reserve Rear Admiral Robert F. Dunn. They attended a series of briefings, accumulated a new store of knowledge and brought it back home for redistribution to the reserve.

These citizen-admirals would play a substantial role in the event of a national emergency and resulting mobilization. In World War II, the great bulk of U.S. forces were reservists. Feeling that it could very well happen again, some of them talked about what they had to offer should they become full-time naval officers.

Gorman, a graduate of the U.S. Mer-

chant Marine Academy, said he feels "a strong sense of obligation" to his country. If mobilized in an emergency, he would become Rear Admiral Russell W. Gorman, director of operations for the Military Sealift Command. He said there is very little difference between that Navy mobilization job and his civilian job.

"I basically do in civilian life what I would do if we mobilized," he said. "There are the same types of responsibilities: use of vessels, crewing, maintenance of vessel material condition, economic evaluation of vessels for a particular service, and resolution of operating problems."

The reserve rear admiral's present assignment is with the ChNavRes Flag Support Unit, with an additional assignment as Military Sealift Command Reserve Exercise Director.

Roy Dunlap becomes Rear Admiral Roy L. Dunlap when he puts on his uniform. He is currently Commander, Reserve Naval Construction Force and Commander, First Reserve Naval Construction Brigade. With mobilization, he would become Commander, First Naval Construction Brigade.

As a drilling reservist, Dunlap sees little change in his mobilization role.



His engineering career began as an area of interest years ago. He grew up in an era when patriotism was a way of life and a time, he said, when the Naval Reserve Civil Engineer Corps was "the perfect vehicle for me to gain meaningful participation."

On mobilization, the oil company district manager becomes Rear Admiral Lemuel O. Warfield. His mobilization billet is deputy chief of staff, resources readiness, Commander in Chief, U.S. Navy, Europe.

When asked to compare his civilian and Navy careers, Warfield said, "The two have so much in common and have been reinforced by each other so much that it is impossible for me to distinguish between them."

Admiral Warfield said, "In the Navy, a flag officer is required to accomplish an assigned mission through training, developing, motivating and leading people. To me, there is no difference in my civilian and reserve careers."

A Naval Reserve commodore, B. James Lowe is president and general manager of a systems and services division in a nuclear energy corporation. His mobilization billet is deputy com-



*Left: Rear Adm. Dunn briefs reserve flag officers during the conference in New Orleans. Above: Rear Adm. Roy L. Dunlap in his everyday life of a private civil engineer consultant.*



*Right: Rear Adm. Donald T. Corrigan shares the bridge of the Naval Reserve Force frigate USS Valdez (FF 1096) with the ship's captain, Cmdr. John Zohlen. Bottom: Four Naval Reserve rear admirals at the Naval Reserve Flag Officers Conference in New Orleans.*



mander, inactive ship division, Naval Sea Systems Command. The commodore feels that his background—which includes ocean engineering and research—relates directly to many of the Navy's current mission activities.

Dr. Edmondson, as an active-duty rear admiral, would be deputy surgeon for Commander in Chief, Atlantic Fleet, in addition to being deputy command surgeon, Allied Forces Atlantic.

The doctor has spent annual active duty time aboard ship, with the Marine Corps, and at several other locations. He keeps abreast of Navy medicine with frequent visits to NATO countries; he also visits Norfolk, Va., on a monthly basis to keep up on his SacLant job. As a professor of sur-

gery, his medical credentials would be a valuable asset to the active Navy.

If the call to mobilization should ever come, these five flag officers, then, would be in positions of military leadership. They are representative of

the caliber of Naval Reserve flag officers who look upon their reserve duty as a serious commitment and an extension of their civilian careers.

*—By Russ Anderson  
Office of ChNavRes*



# Long





# Beach Supports Ships and People

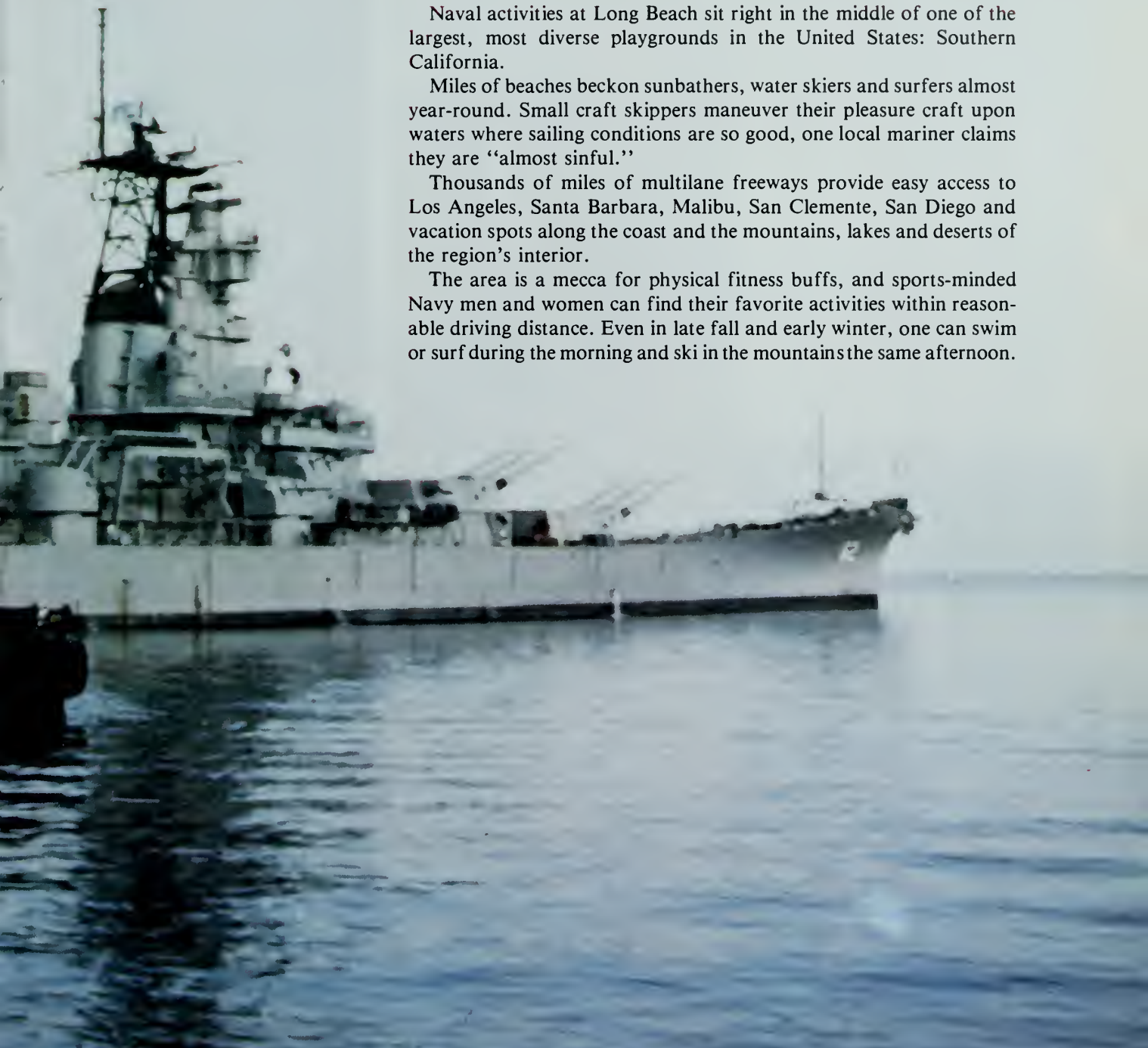
Story by JOC B.A. Cornfeld, Photos by PH2 S.A. Brennan  
PacFltAVCom, San Diego

Naval activities at Long Beach sit right in the middle of one of the largest, most diverse playgrounds in the United States: Southern California.

Miles of beaches beckon sunbathers, water skiers and surfers almost year-round. Small craft skippers maneuver their pleasure craft upon waters where sailing conditions are so good, one local mariner claims they are "almost sinful."

Thousands of miles of multilane freeways provide easy access to Los Angeles, Santa Barbara, Malibu, San Clemente, San Diego and vacation spots along the coast and the mountains, lakes and deserts of the region's interior.

The area is a mecca for physical fitness buffs, and sports-minded Navy men and women can find their favorite activities within reasonable driving distance. Even in late fall and early winter, one can swim or surf during the morning and ski in the mountains the same afternoon.



# Long Beach

Los Angeles, with its professional sports teams, cultural attractions and entertainment offerings, is only minutes north of the Long Beach naval complex. Not much farther is the glitter and glamour of Hollywood and Sunset Boulevard. San Diego and Sea World are 130 miles to the south, with Mexico only a few miles farther down the road.

Closer to the naval station—only 40 minutes by car—are Disneyland and Knott's Berry Farm. Either place offers more than enough entertainment to keep children and adults busy for a day.

Naval Station Long Beach reflects its Southern California surroundings. Large grassy areas beckon Navy men and women to break away from their offices and shipboard spaces for picnic-style lunches. The mole—a man-made buffer against the sea—has plenty of space within its confines for holding large picnics and parties, jogging, walking or simply sitting and watching the ocean—with or without sunrise.

The *Queen Mary*, a bygone symbol of seagoing luxury now serving as one

of the more unusual hotels in America, is permanently anchored nearby. Santa Catalina Island, a resort west of San Pedro, is visible from Long Beach and is accessible by ferry, boat or aircraft.

An oddity scheduled to open in 1983—the Hughes Flying Boat—is next to the *Queen Mary*. Nicknamed the Spruce Goose and billed as the world's largest aircraft, the Spruce Goose was built by the late Howard Hughes. The seaplane flew once briefly—on Nov. 2, 1947—piloted by Hughes.

Tickets to many events and attractions are sold at discount by the naval station's recreation services offices. In addition to an amateur radio station, Navy recreation services in the area include a 297-acre golf course, swimming pools, a gymnasium and athletic fields, an auto hobby shop, a 195-slip marina (with an additional 40 slips to be added), an arts and crafts center, picnic areas and a child-care center. And for private pilots and aspiring aviators,

there's an aero club with six aircraft.

But duty at this growing naval complex is more than the opportunity to have a good time.

The area also has interesting aspects for history and geography buffs.

San Pedro Bay was home to battle-



*There's a lot to see in Long Beach including the naval station's marina (below) and an oil platform at night (right).*





ships as far back as 1919. The ill-fated battleships anchored at Pearl Harbor on Dec. 7, 1941, were homeported in San Pedro Bay the year before. The San Pedro-Long Beach roadstead offered several advantages for naval operations. It offered good repair facilities,

ties, nearby offshore island gunnery areas, easy access to the sea and a savings in fuel transportation costs because Los Angeles Harbor was one of the world's great oil ports.

Navy requests to local officials for permission to build aviation facilities in the area date back to 1924. Construction of a runway and hydroplane ramp began in 1928. That air installation, Reeves Field, had other names over the years—Fleet Aviation Facilities, Terminal Island; Fleet Air Base, San Pedro; and Naval Air Station, Terminal Island.

In addition to aviation use, the now-

decommissioned field provided officer housing and hosted a reserve center and several other commands.

Work on Navy Dry Docks, Terminal Island began in late 1940. The activity's name was changed to Terminal Island Naval Shipyard in 1945, and three years later it became Long Beach Naval Shipyard. It is the youngest of the eight shipyards currently operated by the Navy, and it is the only one with immediate access to the sea. Home to one of the largest floating mechanical cranes in the world, the shipyard employs about 7,100 people. Decommissioned as an economy measure in June 1950, the shipyard was recommissioned eight months later, after the Korean War broke out.

In late 1942, construction of the naval station began on the southwestern side of Terminal Island, part of the Los Angeles port area. It is co-located with the supply center and the shipyard.

To the west is the encircling arm of land that provides a shelter for the dozen or so ships now homeported in Long Beach. In addition, merchant-



*Far left: PN2 James Ezelle and FTG2 David H. Duhon walk along a palm-lined street. Left: At Pier 11, Alex Leon installs reinforcing steel in the framework of a bridge. Below left and bottom: Unmistakably, it's Disneyland.*





# Long Beach

men from around the world transfer cargo in and out of Long Beach, making it one of the world's busiest ports.

The naval station, like Southern California, has changed throughout the years. Ten years ago, the station was home port to about 150 warships. But three years ago, it was reduced to a support facility and was used only by Naval Reserve Force ships. Now a fully operating naval station again, Long Beach is scheduled—by the end of this decade—to become home for some 30 Navy combatant and support ships. The station currently employs about 925 civilians and 308 military people.

Among the ships receiving support from the naval station are the battleship USS *New Jersey* (BB 62)—recommissioned last December after modernization at the local shipyard—an amphibious assault ship, five guided missile frigates, six Naval Reserve Force ships and a Coast Guard cutter. The naval station also supports several tenant commands—the Naval Reserve Center with its 2,200 drilling reservists, the Naval Dispensary, the Naval Regional Dental Center, the Naval Telecommunications Center, a personnel support detachment and activity, a

Naval Legal Service Office, Surface Squadron One and Destroyer Squadron Nine. As area coordinator for all naval activities in Los Angeles, Orange, Riverside and San Bernardino counties, the naval station supports 38 commands.

According to Captain J.P. Cornell, recently the naval station's commanding officer, the home port redesignation came as an answer to the potential problem of overcrowding in other West Coast naval facilities, primarily San Diego and San Francisco. After the designation change, construction began on several projects specifically

designed to support the ships and their estimated 10,000 crew members and 13,000 dependents.

Primary consideration is being given to the needs of the larger, deeper draft ships. Electrical service on the piers is being upgraded to meet the need for more power than was provided to vessels 10 years ago; some pier lengthening and dredging of the harbor also is being done. As work on the piers is completed, more ships will be assigned. Approximately \$31 million in combined military construction and repair funds will be spent on three piers alone, according to Cornell, who said

*Children play at one of the day-care centers (below) as a sailor takes a leisurely walk home (right). Lower right: A view of the public library and the civic center in the background.*





work was to be completed in early 1983. "By 1989, we should have 30 ships homeported in Long Beach," added Lieutenant Commander W.F. Clarke, the station's civil engineer.

Other additions include new salt

water and freshwater pumping stations, a new fuel pier with three fueling stations and a 95,000-square-foot building to house the Shore Intermediate Maintenance Activity.

In addition to upgrading areas to enhance in-port ship services, the naval station is increasing comfort and welfare services for sailors and their families. For example, a new commissary was opened last August; a new child-

care center, theater and 50-unit Navy Lodge are in the making. Twelve lanes will be added to the 22-lane bowling alley, and the Navy Exchange's retail area will add 18,000 square feet to its 39,500-square foot area.

Planners are working on a 200-unit *Left: Brian Schumaker and his favorite passenger, a pet macaw. Below: A glorious sunset signals the end of a Long Beach day. Bottom: Ervie Bonds loads groceries into the back of a commissary pa-*



# Long Beach

family housing project to supplement the more than 1,900 family units now located in six local civilian communities. "All of our government-supplied housing has always been off station," explained housing director Phil Brady.

One special feature is 144 furnished transient units rented to married sailors while their ships are being overhauled at the Long Beach shipyard. Assistant housing director Beverly Lightner gave an example of who can rent the transient units. Let's say Petty Officer Smith and his family live in government housing in San Diego, his ship's home port. Smith's ship is ordered to Long Beach for overhaul. Instead of vacating his San Diego quarters during overhaul and going back on the housing waiting list when the ship returns to San Diego, Smith can move into a Long Beach transient unit with his family and whatever possessions he wants to take. Smith can live in a three-bedroom unit for \$130 a month (\$126 for a two-bedroom and \$114 for a one-bedroom) until his ship is out of overhaul. Although Smith forfeits his quarters allowance for the San Diego housing while paying to live in a temporary Long Beach unit, he avoids the hassle of moving all his possessions twice, clearing quarters and going back on the housing list in his home port.

Lightner said the rent for the fully furnished transient units (as of January 1983) includes utilities but is subject to increase because of inflation. Long Beach is one of fewer than five bases to have this option, she added.

Unaccompanied enlisted personnel housing units have been upgraded. Construction is planned for a 400-billet UEPH for people in the lower four enlisted paygrades, a 395-billet structure for the upper five petty officer paygrades and an 80-billet bachelor officers' quarters. Cornell said that 2,000 people were living in space that normally houses 1,200 people before two

floating barracks were berthed near ships being overhauled.

Other housing also is available in the area. For example, the housing office averages "250 private dwelling listings a day" on the civilian market, said Brady.

One indication of the expense of living in the high-cost area of greater Los Angeles is civilian rent prices. "The base price is about \$450 for an unfurnished, two-bedroom apartment, not including utilities," Brady said. Three-bedroom homes rent for about \$700.

Cornell said housing is relatively harder to get in San Francisco and San Diego. "Our waiting list is not as long . . . so we're third priority in gaining funds for new housing construction."

He added, however, that the Los Angeles-Long Beach area has the highest variable housing allowance rates on the West Coast.

Captain Quinn Hawley, senior chaplain at Long Beach, said living in a large metropolitan area causes problems for many people who come to him for help. "You've got to like crowds and have wheels," he said, "to enjoy

duty in Long Beach. If you're not metropolitan oriented, it's scary. Financial pressures here are immense because of the high housing costs."

Generally, he said, problems are much the same everywhere, citing NAS Barbers Point, Hawaii, his last duty station, as an example of duty called "paradise" which is expensive at the same time.

However, the chaplain said, the base's chapel operates a number of programs—in conjunction with other organizations—to relieve Navy people's problems. In addition to helping distribute surplus butter and cheese to needy Navy families, the chapel maintains liaison with many churches in nearby affluent civilian areas. Contributions from these churches range from clothing to bicycles.

In another example of local civilians helping Navy people, a widower who decided to move to Florida after his wife died called the chapel and said he was giving away everything in his house.

Although Hawley said there are a lot of jokes about Long Beach's Terminal



USS Duncan (FFG 10), USS Copeland (FFG 25) and USS Peleliu (LHA 5) at their moorings.



Island being "the end of everything," there are more people trying to extend their tours in Long Beach than there are people trying to leave early.

Despite the work that is either completed, under construction or planned, there are problems with being stationed ashore or on a ship homeported in Long Beach. Clarke said housing is in short supply and that there is a shortage of parking space for fleet sailors. "We are looking into the possibility of building parking structures," he said, "such as a five-story facility on the mole." Clarke also said people pay "some very high rents; some go to other areas and have to commute 60 to 70 miles."

Long Beach Vice Mayor Ernie Kell said the city doesn't have the resources to address the shortage of housing, adding that the shortage also affects the civilian population. However, Kell said the city government and business community have a positive, cooperative attitude toward the Navy. He said Long Beach was left with an economic and social void when the ships were moved to other ports several years ago.

But the return of the ships will "have an extremely positive impact that will be enjoyed by the entire community, not just business," he said. Kell also was optimistic that the influx of Navy people would not cause a rise in the cost of living and that the area's colleges and universities could easily handle the increased enrollment.

Cornell, in a speech last September, said all of the station's clubs were on shaky financial ground largely because of design deficiencies and the lack of patronage during the years of the fleet's absence. The return of the ships to Long Beach is helping to solve this problem.

Located about 10 miles from the station is a five-story, 220-bed Naval Regional Medical Center which supports nearly 350,000 people in the greater Los Angeles area. The NRMHC, its seven branch clinics and the naval hospital at Port Hueneme's construction battalion center provide care for service members and families at nearby Navy and Marine Corps facilities at Naval Weapons Station Seal Beach, Marine Corps Air Station El Toro, Naval Air Station Point Mugu and Naval Weapons Center China Lake. NRMHC Long Beach was commissioned in 1967 as a naval hospital.

Support of another sort is provided by the Navy Family Service Center. The center acts as a counseling and referral agency, including employment assistance for military members, their families and retirees. "We could double our staff and still keep everyone busy with the workload," said one staff member.

Academic institutions in Southern California are diverse enough to accommodate almost anyone's educational needs. Approximately 150 colleges and universities offering vocational, two-year, four-year and graduate curricula are within a 50-mile radius of Naval Station Long Beach. Military people and their families are within easy driving distance of the University of Southern California, the University of California at Los Angeles, the California State University at Long Beach and Pepperdine College.

More than just access to beaches and the ocean, Long Beach is seen by some as a rising star among the Navy's state-side duty stations. Indications are that it may soon rank among the top choices for sailors' "dream sheets." It's a place that abounds with sports events, entertainment and cultural wonders—and excellent educational opportunities. In short, the Long Beach area has a long list of offerings—more to offer than could be taken advantage of in one tour of duty.

## New Streets

Numbers and letters used for the past 42 years as names of streets and avenues at U.S. Naval Station, Long Beach, Calif., are a thing of the past. In true naval tradition, the streets and avenues now carry the names of three flag officers, seven battleships and two presidents. The names were suggested by the Long Beach Council of the Navy League to honor people and ships that played leading roles in the development of the station. The old and new are:

A Avenue	Richardson Avenue
B Avenue	Pratt Avenue
C Avenue	Reeves Avenue
D Avenue	Coffman Avenue
1st Street	USS Pennsylvania Street
3rd Street	USS West Virginia Street
4th Street West	USS Maryland Street
4th Street East	USS Nevada Street
5th Street	USS Colorado Street
6th Street	USS Idaho Street
Mole Road	USS Nimitz Road
Street in front of enlisted dining facility	USS New Mexico Street

The waterway inside Nimitz Mole (West Basin and a portion of Long Beach middle harbor) has been renamed Roosevelt Basin in honor of both Theodore Roosevelt and Franklin D. Roosevelt.



## They Made the

Story by JO1 Lorraine Ramsdell

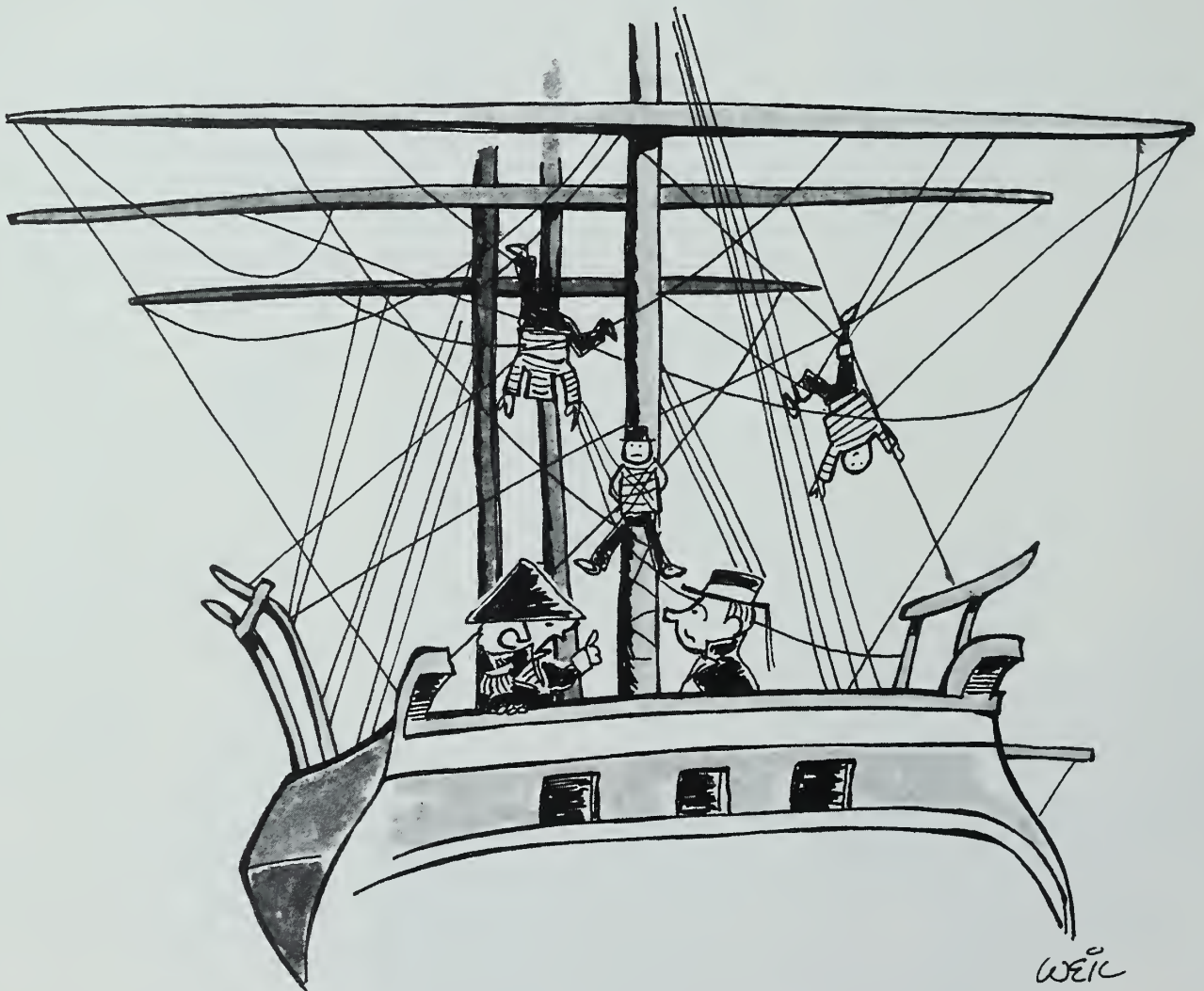
Sea songs are an important element in the image of the tarry, pigtailed, hornpipe-dancing seafarer of the early days of sail. It's entirely true that a group of sailors could no more weigh anchor without a roaring capstan

chantey than they could do so without breathing.

Except in the Navy.

Sailors serving aboard American (and British) men-of-war rarely, if ever, sang sea chanteys.

The term chantey does not apply to every song of the sea; the chantey was a specialized form of work song, designed specifically to set a rhythm for the concerted effort it takes to weigh anchor or bring the ship about on the other



*That will do for the jazz chanteys, mate!*



# Work Go Easy

Cartoons by Lt. Cmdr. Fred Weil

tack—"another hand on the rope," as one old sailor called it. The chantey was tailored to the specific job at hand: short haul chanteys for fast and furious work, halyard chanteys for longer hauls requiring less effort, and capstan chanteys for slow, heavy work.

All chanteys begin with a line or two, sung by the leader, or chanteyman, to set the tempo for the work to be done, and the men sing and pull together on the next line or chorus:

*I'll sing you a song, a good song of the sea.*

*Awa-a-a-ay, Rio!*

*I'll sing you a song if you'll sing it with me.*

*We're bound for the Rio Grande!*

This made a lot of noise, especially in larger ships, where as many as 150 men might be involved in weighing anchor, each of them probably singing in his own key. So it was primarily in the interest of good discipline that chanteys were not used aboard warships, where instantaneous response during a crisis depended quite simply on the men being able to hear their orders.

Another reason might have been the chanteyman's habit of making up verses as he went along. Hundreds of these verses have survived, but thousands more have been lost—lines about the weather, the ship and its peculiarities, this or that crewman's hometown or girlfriend, or the character, habits and ancestry of particular officers:

*Whiskey's driving the captain blind—  
Whiskeeeey, Johnny!  
The damned old mate has lost his mind—  
Whiskey for my Johnny-o!*

The crew, of course, found this hilarious, and it did lighten the work.

Understandably, it was not believed to be consistent with good discipline on a man-of-war. So the crews of Navy ships carried on with their work to no other music than a rhythmic cry to start with—"Aa-hee-yah-HO!"—and the stamping of bare feet on a wooden deck.

Sailors never sang chanteys simply for entertainment. The chantey's value lay in its spontaneity and its flexibility; it had as many verses as needed to complete the job—no more, no less:

*Heave 'er up and away we'll go, boys—  
OH, Billy Riley, OH!*

*One more pull and then belay, boys—  
OH, Billy Riley, OH!*

as useless as a sail without a yardarm.

There were other songs for the sailors to sing when they gathered around the forebitts during the dog-watch, or in the forecandle in heavy weather. One of these forecandle songs, "Spanish Ladies," has been traced to the 16th century and celebrates two of the sailors' favorite preoccupations—liquor and the girls they left behind:

*Now let every man toss off a full bumper,  
And let every man toss off a full glass;  
And we'll drink and be jolly, and drown  
melancholy,  
Saying, "Here's a good health to each  
true-hearted lass."*

A chantey sung without a job to do was

Unfortunately, not all the lasses a sailor encountered were true-hearted;



# Songs of the Sea

some were light-fingered, as another centuries-old song relates:

*I gave this miss a parting kiss,  
Mark well what I do say;  
I gave this miss a parting kiss,  
When I got on board my money I missed.  
I'll go no more a-roving with you, fair  
maid.*

Thus, some of the songs had the two-fold purpose of passing the time and educating the greener crew members in what to expect when they went ashore:

*When Jack gets in, it's then he'll steer to  
some old boarding-house.  
They'll welcome him with rum and gin,  
they'll feed him on pork souse.  
He'll lend and spend and not offend till  
he lies drunk on the ground—  
When your money's gone, it's the same  
old song: "Get up, Jack! John, sit  
down."*

Other songs warned about what to expect on board ship. An early 19th century ballad related what might happen to an American seaman impressed into a British warship, before the War of 1812 ended that practice:

*The first thing they done, they took me  
in hand,  
They lashed me with a tarry strand,*



*If you're done singin' about it, do it!*

*They flogged me till I could not stand  
On board of a man-of-war, boys.*

England" got a fresh verse with each engagement:

It's no wonder the Yankee sailors fought the British so eagerly, and no wonder they made up songs celebrating their victories. "Ye Parliament of

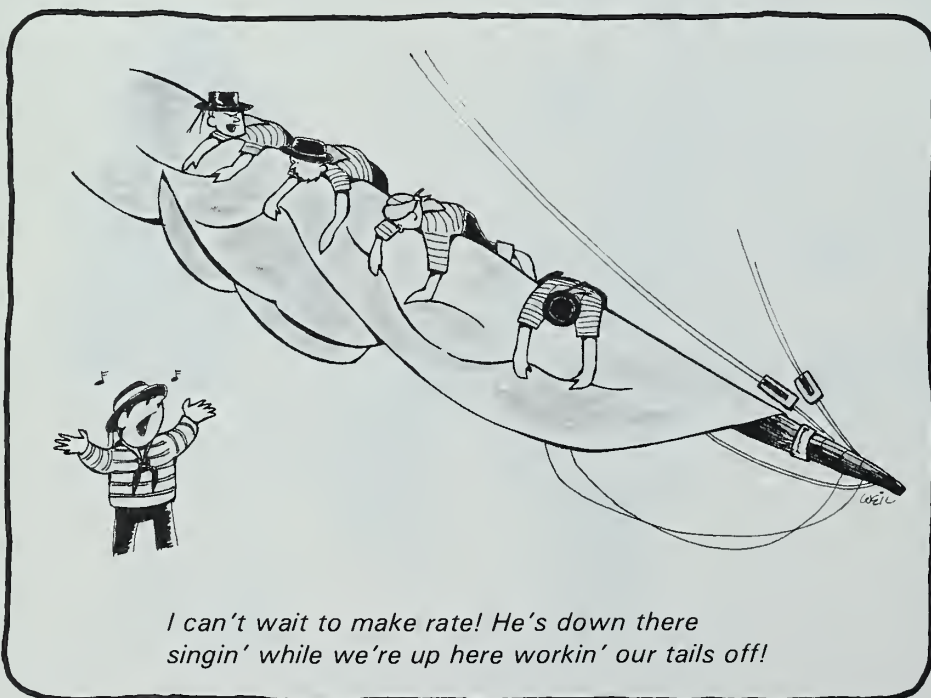
*You thought our frigates were but few,  
and Yankees could not fight;  
Until brave Hull your Guerriere took,  
and banished her from your sight.  
Next your Macedonian, no finer ship  
could swim,  
Decatur took her gilt-work off, and then  
he sent her in.  
The Java by a Yankee ship was sunk,  
you all must know;  
The Peacock fine in all her plume by  
Lawrence down did go.*

Most sailors reveled in songs stuffed with nautical details and would pay the strictest attention to ballads running 40 verses and more, ready to hoot the singer down if he lost his bearings and warbled something like:

*One night off Cape Horn we were cross-  
ing the Line—*

Poor fellow. Any self-respecting sailor knew Cape Horn was nowhere near the equator.

They were less concerned, however, about minor details of history, geography, science and logic. When they



*I can't wait to make rate! He's down there  
singin' while we're up here workin' our tails off!*



sang, "Awa-a-ay, Rio!" they pronounced it "rye-o" because it *sang* better. The execution in 1701 of the infamous pirate Captain Kidd inspired a lengthy ballad that was immensely popular with sailors on both sides of the Atlantic. But for the first two centuries of its existence, it was usually begun:

*Oh, my name is Robert Kidd, as I sailed,  
as I sailed—*

—without regard to the fact that Kidd's first name was actually William. A little further along, these verses appear:

*I murdered William Moore, as I sailed,  
as I sailed  
I murdered William Moore, as I sailed.  
I murdered William Moore,  
And I left him in his gore,  
Thirty leagues from shore, as I sailed, as  
I sailed.  
And being crueller still,  
The gunner I did kill,  
And his precious blood did spill, as I  
sailed, as I sailed.*

It didn't really matter that William Moore *was* the gunner. It was necessary that the singer impress his listeners with the depths of Kidd's wickedness by making it sound as if he had mur-

dered at least two men with his own hands. The song paints a vivid image of violent death on the high seas, even without relating how the murder was actually done. Kidd, in fact, killed Moore by hitting him over the head with a bucket.

Sailors made songs about their particular heroes, too. When the much-admired British Admiral John Benbow died in 1702, he got his own ballad sung, curiously enough, to the same tune as the villainous Kidd's:

*When the doctor dressed his wounds,  
Benbow cried, Benbow cried,  
When the doctor dressed his wounds,  
Benbow cried:  
"Let a bed be fetched in haste,  
On the quarterdeck be placed,  
That the enemy I might face till I die, till  
I die."*

The song remained popular with American sailors even after the Revolution, migrating, as the sailors themselves often did, between ships of the naval, mercantile and whaling fleets.

A sailor was, and is, a sailor, no matter what sort of ship he may inhabit at a given moment. His songs, with recurring themes of heroism and hard

work, capricious weather and bloody battles, faithful sweethearts and hard-hearted innkeepers, reflected this.

*One hour each week is snatched from  
care  
As through the world we roam,  
To think of dear friends far away  
And all the joys of home.*

If the joys of home drew the sailor ashore, it was grim necessity that drove him back to sea—grim necessity and something else. Much has been written of the sailor's love-hate relationship with the sea; most frequently, it seems, by those who are not sailors themselves. Sailors appear to accept it without undue agitation:

*And when the wars are all over  
There'll be peace on every shore.  
We will drink to our wives and our chil-  
dren  
And the girls that we adore.  
We'll call for liquor merrily,  
And we'll spend our money free,  
And when our money is all gone  
We'll go once more to sea.*

—they, after all, are the ones who have lived with it—and sung about it—for centuries.



*No, no, lad! Bail the water out! You're singin' the chantey backwards!*

# Bringing People Together

Community folk dancing is one of summer's highlights for old and young alike in Japan. Such dancing, called Bon Odori, is one of the features of the Obon services, which resembles a Western-style All Soul's Day observance or Halloween.

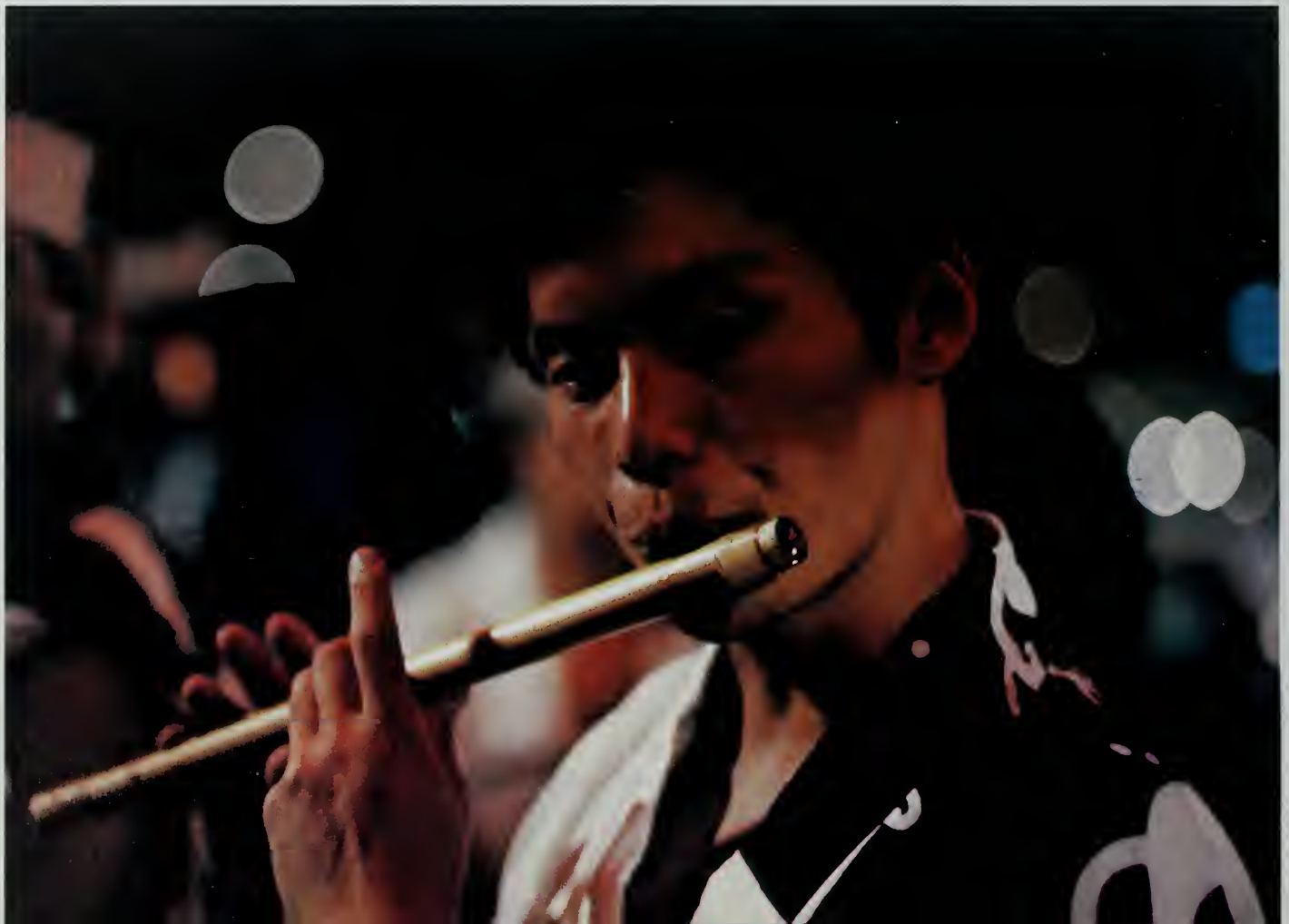
Bon Odori is an annual summer event. In Japan, it is one of the best

ways to enhance community spirit between Navy people\* and the local citizens.

Navy families at the Naval Air Facility Atsugi joined Japanese men, women and children in wearing colorful cotton kimonos (yukata) and taking part in the happy, rhythmical dances. The day's event began at 6 p.m., and

the facility's gates were open to all. Refreshments of every sort were available at many concession stands, and dancing lasted until 10 p.m.

It was not necessary to wear kimonos to join in the fun; anyone could break into the circle of dancers and follow the movements of the practiced dancers on stage.







Not wanting to be merely a spectator, Captain Otis M. Brooks, commanding officer of NAF Atsugi, donned his yukata with "happi coat" and "hachimaki" (bandana) and joined the dancers.

One group of Atsugi wives had become so adept at their particular numbers (which they had been practicing all summer) that they were invited to dance at some of the local festivals

*Navy wives (below), who had practiced for their parts, joined right in with the other Obon celebrators. Photo of the Navy wives by PH3 Henry E. Calderon, USS Blue Ridge (LCC 19); other photos by PH2 Richard G. Rew, ComFAirWestPac.*

off base. Everyone's favorite seemed to be the "Tanko Bushi" or "Coal Miner's Song," probably because the movements were easiest to follow.

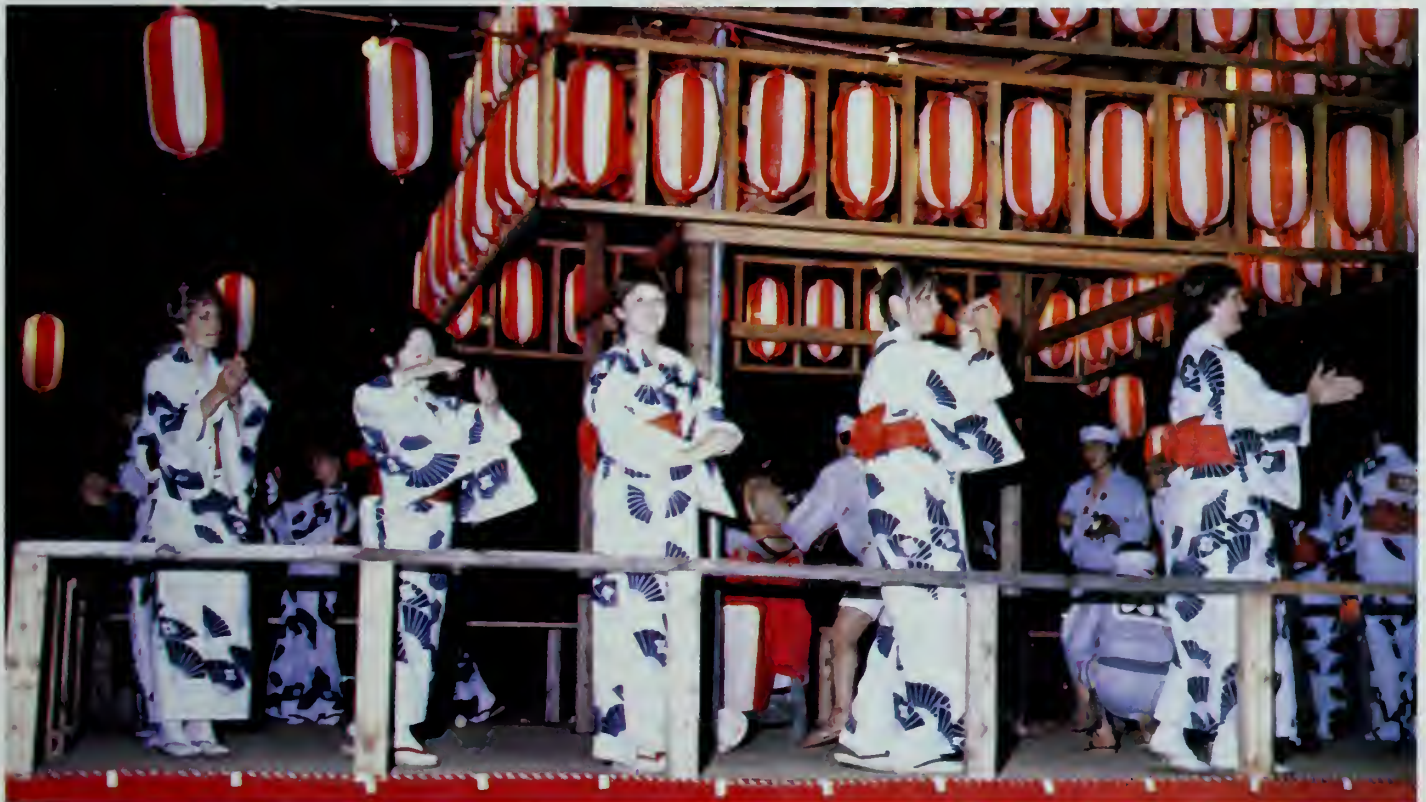
Obon originated as a Buddhist festival in India 1,400 years ago, when a son felt he could do nothing about the suffering of his dead mother. He sought help from a Buddhist priest and was advised to hold special services for his departed parent, expressing gratitude for all she had done for him. Later, in Japan, the ceremony became not only a religious service but also a great occasion for joy.

Today, families with departed relatives construct wooden floats for deceased members and fill the floats with fruits, vegetables and rice cakes. The floats are carried on the shoulders of young men to river banks in the countryside where they are sent out to sea with lit paper lanterns to help guide the spirits of the dead back to their homes for this occasion. The festivities usually end with fireworks displays.

For Americans in Japan, like Brooks and others at Atsugi, the Bon Odori dances provide a splendid way to learn

more about Japanese culture and tradition and to sport, as well, a yukata with happi coat and hachimaki.

—From NAF Atsugi, Japan



# Currents

## *Navy Memorial update*

The U.S. Navy Memorial Foundation recently unveiled a revised design featuring a bandstand, a seating area, water features and major sculptural elements within a plaza to be developed at Market Square in Washington, D.C.

The square, situated between 7th and 9th Streets, N.W., is along Washington's major symbolic axis—Pennsylvania Avenue, between the Capitol and the White House. The Board of Pennsylvania Avenue Development Corporation has endorsed the concept unanimously.

The new proposal is the work of Stanley Bleifeld, a sculptor from Weston, Conn. The striking

part of the plan is his concept of filling a circular plaza, which averages 6 feet below grade, with wave-like forms sculptured in granite. These would be quite high and rise from a water feature in the southern part of the plaza. The northern half of the circle would have seats for audiences at military band concerts.

William Leonard, chairman of the Navy Memorial Foundation, said that sculptural works could include a bronze statue of a boatswain, a high grouping of three mariners climbing shroud lines and a life-sized sculpture of a seaman.

## *WSAM career program opens*

The Weapon Systems Acquisition Management selection board will convene Aug. 8 to select officers for the WSAM career program under which qualified officers manage major weapons systems during development, production and deployment phases. The program is open to all unrestricted line, restricted line and staff corps officers, but applicants should have management or technically oriented backgrounds. Officers with subspe-

cialties in financial management, aeronautical, naval and weapons engineering, and applied science will be prime candidates. Selections are based on experience and demonstrated superior performance. Applications should be submitted to Commander, Naval Military Personnel Command (NMPC-447) to arrive no later than July 1, 1983. See BUPERSINST 1040.2B for information.

## *Dangerous nerve agent sold as insecticide*

Reports that parathion is being sold as an insecticide in some shops near Clark Air Force Base, Republic of the Philippines, have spurred a general warning to military people and their families in the Western Pacific. A highly toxic chemical, parathion is as dangerous to humans as it is to insects, and its use has been restricted by the U.S. Environmental Protection Agency.

According to entomology officials at Clark AFB, many military people have purchased the product off base under the name "Folidol M50." Its active ingredients include 50 percent methyl parathion, a nerve agent similar to those used in

chemical warfare.

Parathion is so potent that a dose as small as 2 milligrams results in damage to the body's nerve endings, bringing about convulsions and death. The chemical may be ingested, absorbed through the skin or inhaled as fumes. The toxic fumes may last for days.

If you suspect that you have a parathion-based insecticide in your possession, do not open the bottle, or break it or throw it into a trash container. Contact your local medical facility for instructions. Above all, keep this and all chemicals away from your children.



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## *Reserve recruiting surpasses goal*

According to Lawrence J. Korb, Assistant Secretary of Defense for Manpower, Reserve Affairs and Logistics, the Selected Reserve now numbers 963,700, its highest strength in 15 years. The Selected Reserve includes the reserves of all the military services who receive drill pay and take part in annual active-duty training. This is the highest total since December 1967 when individuals were allowed to substitute enlistment in the Ready Reserve for two years of drafted service in the active component.

The Selected Reserve consists primarily of units of the Ready Reserve which have the highest priority in terms of personnel, equipment, training and general readiness.

Among all new (non-prior service) reserve accessions in fiscal year 1982, 75 percent were high school graduates and 89 percent scored average or above on the entrance examination. Almost 89 percent of prior service enlistees were high school graduates and 92 percent scored average or above on the entrance examination.

## *Harpoon missile launched from Air Force B-52*

The Air Force, operating jointly with the Navy, recently completed three successful live firings of "test" configured *Harpoon* missiles from B-52 aircraft against a surface target.

The Strategic Air Command B-52s taking part in the tests were operated by aircrews from the 320th Bombardment Wing at Mather Air Force Base, Calif., and the Second Bombardment Wing at Barksdale AFB, La. Two bombers were specifically modified to carry the *Harpoon* missile. Two AWACS aircraft from the 552nd Airborne Warning and Control Wing, Tinker AFB, Okla., equipped with a maritime surveillance radar and

temporarily modified with a Navy targeting system, provided surveillance and coordination during the test. The operation was conducted on the Navy's Pacific Missile Test Range off the coast of California, and was coordinated by Commander, Third Fleet.

Operational tactics will be refined as a result of these tests. The Air Force plans to configure two squadrons of B-52G aircraft during 1984 to enable them to carry the *Harpoon* missile when operating in support of the Navy sea-control mission.

## *Worth mentioning...*

**Enlistment Bonus/SRB continued.** Congress passed a bill on March 21 providing authority to continue the Navy's enlistment bonus and selective re-enlistment bonus programs through Sept. 30, 1984.

**USS *Racine* delivers.** During a visit to Cartagena, Colombia, USS *Racine* (LST 1191) delivered 23 electric hospital beds for use at a medical clinic in Barranquilla, Colombia. Six pallets of hand-clasp supplies were presented to representatives

of the Colombian navy for distribution in river and coastal civic action visits.

**Naval Postgraduate School** has openings for quotas this summer and fall in electronic warfare, communications engineering, telecommunication management, and command and control. See OPNAVNOTE 1520 for information on curriculum content and prerequisites. If interested and qualified, call your detailer or NavMilPersCom Graduate Placement Branch, Autovon 224-3321.

# Developing Strength Through Resistance, Overload

Warships are designed for only one purpose—to engage and defeat the enemy. Sure, crew habitability is built into these ships, but the first concern of a naval architect is to design a weapons

platform. Living space for the crew is at a premium—so is space for exercising.

Exercise machines and barbells can be installed aboard ship, but that's not likely in smaller ships with limited space not devoted to storing spare parts, tools or countless log books. But wait. There's an answer.

When it comes to exercising and developing one's strength, there are really only two requirements: resistance to the muscle and overload. This according to an expert in the field, Joe Diange, the strength coach at the U.S.

Naval Academy in Annapolis, Md. And, what's more, one doesn't need a lot of space to carry out a meaningful program. All one really needs is a co-operative shipmate—a person who helps you get through the daily regimen.

Diange states that resistance is any form of tension or stress placed on the muscle. Overload, on the other hand, is an increase in workload from the previous day's workout. What it amounts to is a program where a person lifts more and more weight progressively or—barring that—performs

**Bent-arm Flies.** *This exercise is good for the chest muscles. The lifter lies on his back with arms extended perpendicular to the body, palms facing one another. The spotter stands over the lifter, placing his hands on the inside of the lifter's wrists. Pressure is directly applied outward and downward by the spotter. The lifter should slightly bend his elbows during the lowering phase and extend them during the raising phase.*







more repetitions of a set program each time the person exercises.

What follows is a set of resistance/overload exercises that do not require any equipment and need only a small area of space. However, they do require a partner. The accompanying illustrations help clear the air when we speak of such things as the "lifter" and "spotter" or "maximum resistance." Now into the exercises.

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In any set of these exercises, one person acts as a spotter to apply the manual resistance for the person doing the exercises. Both must be familiar with these exercise techniques to achieve the best results. And, in order to have a successful strength-developing program, partners must assume certain responsibilities depending on the positions they take during the exercise.

Form and technique are very important. The lifter must perform the exercise correctly avoiding quick, jerky movements. The lifter and the spotter must work together for maximum, effective results and safety. Reaching a level of proper exercise interaction takes time and experience. However, the end results of such a program will be satisfying.

#### **Responsibilities of the Lifter**

- Talk to the spotter when necessary during the exercise, telling the spotter when to apply more or less pressure. This results in maximum resistance throughout the exercise.
- The lifter should not rest between repetitions but must keep tension on the muscle throughout the exercise and resist the spotter during the lowering phase.
- Pause in the contracted position to

**Push-up.** The spotter straddles the lifter who is in the push-up position. Pressure should be applied by placing both hands in the area of the lifter's shoulder blades. The lifter should keep his head up while bringing his chest to the deck. The stomach and thighs should not touch the deck. When the lifter cannot perform another push-up, he should drop his knees to the deck and continue the exercise. The spotter will have to assist the lifter slightly from the deck for the last few repetitions.

allow the spotter time to apply more pressure during the transition from the raising to the lowering phase. This helps control the speed of the exercise.

- Perform the first few repetitions with a less than maximum effort. These repetitions are only preparatory, serving to warm up the muscles. This lesser effort will decrease the possibility of throwing and jerking movements which could result in injury.

- Exert maximum effort following the third repetition during both the

# Exercising

**Side-lateral Raise.** The spotter stands behind the lifter, applying pressure on the lifter's wrist. While performing the exercises, the lifter should not clench the hands or rotate the elbows upward. Hands should stay relaxed while facing the deck.

raising and lowering phases. The lifter must resist the spotter during the lowering phase.

## Responsibilities of the Spotter

- Encourage the lifter throughout the exercise, but demand proper form and technique.
- Apply direct pressure to the muscles throughout the full range of movement.
- Apply less than maximum resistance for the first few repetitions, allowing the lifter to warm up. Raising and lowering should each take about four seconds.







- After the third repetition, apply maximum pressure with a slow, smooth movement during the raising action. However, much resistance can cause the lifter's movement to stop. The lifter's lowering movement should take two to three seconds.

- Vary the resistance to accommodate the lifter's changes in strength during the exercise. Too much pressure during the raising phase will cause the lifter to stop, and jerking movements will occur. More pressure should be applied during the lowering phase. Decrease resistance with each succeeding repetition as fatigue increases.

**Bent-over Row.** *The spotter stands beside the lifter while applying resistance to the lifter's elbow. The lifter bends over at the waist and lowers his arm across his chest. The lifter raises his elbow which remains perpendicular to the body, pauses momentarily and returns to the starting position.*

In any of these exercises, the lifter should momentarily reach a level of zero strength. This can be accomplished only with an all-out effort. At first, the exercises will seem awkward, but the lifter should be encouraged. It takes several attempts to become familiar with each exercise. Ten to 12 repetitions of each exercise should be performed. If done correctly, only one set of each exercise is necessary.

There are many exercises which can be performed using manual resistance. Actually, any barbell or dumbbell exercise can be performed this way. The lifter may prefer to hold a broomstick or towel while performing exercises such as the biceps curl or triceps extension.

In addition to the exercises illustrated here, other exercises you can perform manually are front raises, seated press, upright row, biceps curl

**Triceps Extension.** *The spotter stands behind the lifter while holding a towel. The lifter, kneeling on the deck with his elbows flat on a bench, grasps a towel with both hands. The elbows are extended while the spotter applies resistance.*

and sit-ups. Manually exercising legs is not recommended if equipment is available. Because legs are so strong and powerful, it is difficult for the spotter to apply sufficient and proper amounts of resistance.

Getting into shape and developing strength is no big trick. However, it does take a certain amount of dedication, hard work and the aid of a shipmate. With the help of manual resistance exercises and effort on your part—with an assist from your buddy—you'll look better and feel great.

—Story by Joe Diange, USNA  
—Photos by PH2 Robert K. Hamilton

# Bearings

## Blindness No Barrier to NRL Scientist

Dr. James R. Slagle, a blind scientist at the Naval Research Laboratory, recently was awarded the Mary P. Oenslager Career Achievement Award from the Recording for the Blind, Inc. The award, which includes a \$1,000

honorarium, is presented to an outstanding blind professional in recognition of distinguished contributions in a particular field.

A former Johns Hopkins University professor who is recognized as one of the country's leading research mathematicians, Slagle represents thousands of people served by RFB. Their achievements exemplify RFB's belief that visual disability need not be a barrier to success in the sighted world.

Although he lost his sight at the age of 14 due to retinitis pigmentosa, blindness did not slow Slagle down. He received his doctorate from the Massachusetts Institute of Technology in 1959, the same year he and two other blind college graduates received RFB's first scholastic achievement awards.

In 1969, the International Jaycees honored Slagle by naming him one of the "Ten Outstanding Young Men in America." In 1979, the federal government named Slagle as one of the 10 top Outstanding Handicapped Employees.

Slagle gives credit to RFB for providing him with cassette tapes containing the highly technical information he needed to perform his work. "Without RFB to record some very technical books, I would not be able to keep as current as I do," he said.

An avid chess player, Slagle currently holds the title of U.S. Braille Chess Champion which he won in 1977 and also held in 1971-72. He stays active by presiding over the 100-member U.S. Braille Chess Association. He also is active in an organization established to assist visually handicapped young adults.

However, Slagle's greatest love is his work at NRL. Employed for the past eight years at NRL where he headed the former Computer Science Laboratory, he is now in the Navy's Artificial Intelligence Center. He conducts his own research—much of it on a computer terminal that provides printouts in Braille—and assists the center's chief scientist in revising plans and progress of other research projects.



*Dr. Slagle with his Seeing Eye dog, Ranger, a yellow Labrador retriever. Photo courtesy Naval Research Laboratory.*



## Model Master

Since 1977, more than just photographs have been in the developing stage in the photo lab on board USS *Puget Sound* (AD 38). A model of the *Puget Sound* has been painstakingly built by a master modeler, Photographer's Mate First Class Robert Atkinson. He took no short cuts during the five years it took to construct this intricately detailed model.

The idea for a model of *Puget Sound* took hold when Atkinson was working on a model of the ill-fated *Titanic*. Shipmates suggested that a similar model of the AD 38 would be a great showpiece for the destroyer tender; it wasn't long before Atkinson accepted the challenge.

He took countless measurements and made photographs and drawings of ladders, boats and cranes to ensure complete accuracy. Painting the model was the activity which caused the most difficulty. Atkinson used the same haze gray paint that coats the real *Puget Sound*. Small, delicate parts were awkward to coat, and the paint took longer than anticipated to dry. It was all worthwhile, however, since the final product looks so real that at any moment one expects to see miniature sailors scurrying up the gangplank.

The model was given to *Puget Sound*'s crew in October while the ship was at sea. When a display case is completed, the smaller version of AD 38 will be located in a prominent place



**Chief Aviation Ordnanceman Joseph L. Goocher Jr.** was selected Mine Warfare Command's 1982 Chief of the Year. Rear Admiral Charles F. Horne III, Commander Mine Warfare Command, presented the award saying, "Chief Goocher truly exemplifies the outstanding chief petty officer of today's Navy who is dedicated, takes the initiative and gets the job done." Goocher, an aviation mine delivery inspector in Mine Warfare Inspection Group, Charleston, S.C., spends more than 50 percent of his time traveling around the world to activities with mine delivery missions. He is the primary inspector during mine readiness certification inspection and mine warfare assist visits. *Photo by PH2 Mark D. Ball, CoMine-WarCom, Charleston, S.C.*

where it can be appreciated by anyone who boards *Puget Sound*. It also will serve as a tribute to Atkinson's talent as a master modeler.

—Story by SN John Lewis  
—Photos by PH1 Robert Atkinson and  
PH2 Dorothy Affeldt,  
USS *Puget Sound* (AD 38)



# Bearings

## ShoBA Shape-up

The shore bombardment area of San Clemente Island, 70 miles off the coast of Southern California, is an important part of this major naval training site. It has an interesting history, too. It was occupied by Shoshone Indians hundreds of years ago, and, during the 17th and 18th centuries, was used as a replenishing station by Spanish fishing vessels. Since 1949, it has been used by the U.S. Navy for training.

All year long, ShoBA takes the pounding of live-fire exercises from land, sea and air. This means that someone must periodically clear the unexploded ordnance and renovate the area. That job belongs to the Naval Amphibious School, Coronado, Calif.



*Lt. Larry W. Parker studies renovation logistics on a relief map of the island.*

Lieutenant Larry W. Parker, an instructor at the school, coordinated the project recently. "We set two goals for the success of this mission," he said. "The first goal is readiness. We continually seek to broaden the effectiveness of ShoBA support to the fleet. The second goal is to improve the safety for the men who are assigned to ShoBA operations."

The renovation was a \$1 million project. "We broke the workload down into five separate areas of ordnance sweeps, target restocking, sec-

ondary road repairs, structural repairing and the raising of new buildings to accommodate ShoBA personnel," said Parker.

The transport of materials and people to the island proved to be a major exercise in logistics. "San Clemente is isolated," he continued. "We used military boats, barges, aircraft and even commercial air carriers to route everything we needed to the island."

The first part of the project was the most dangerous. Three teams of explosive ordnance disposal personnel from First Service Support Group, Camp Pendleton, Calif., swept the work areas. They had to dispose of unexploded shells and bombs.

After the renovation materials were prestaged, transportation to appropriate areas was provided by the Motor Transportation Platoon attached to the 7th Engineers Support Battalion out of Camp Pendleton. The 7th engineers also provided the manpower needed

for road construction while crews from the Public Works Center at San Diego repaired the main access road to the observation post.

How long did it take to repair the damage of countless rounds of naval gunfire as well as heavy bombardment from land and air? Only three weeks. "We were even able to accomplish some significant additional work which was not originally on our schedule," said Parker.

Again on San Clemente Island, the shells are shrieking in from destroyers at sea and artillery on land. Attack aircraft are shaking the ground with the detonations of their bombs. That is the job of those members of U.S. Pacific Fleet—to remain battle ready. ShoBA will just have to take it and wait till next year's cleanup.

*—By JO3 Darryl E. Gies  
NavPhibScol Coronado*

*Workers pave access roads to the shore bombardment area.*





## Three Wars Later

USS *Ashtabula* (AO 51), the oldest oiler of the U.S. Pacific Fleet, ended its 39-year naval career on Sept. 30, 1982, at Pearl Harbor's Mike 1 & 2 pier.

*Ashtabula's* history is filled with many glorious and memorable events. After commissioning Aug. 7, 1943, *Ashtabula* was sent to the Pacific Theatre. The highlight of its World War II service was during the Battle of Leyte Gulf, when *Ashtabula* provided replenishment services to the Navy task groups.

On Oct. 24, 1944, when proceeding to night anchorage, *Ashtabula* was attacked by four Japanese planes. A torpedo struck the ship's portside, blasting open a 34-by-24-foot hole. Incredibly, no fires erupted nor were any crew members injured, but the ship developed a list of 14 degrees to port. In one hour, however, *Ashtabula* was back on an even keel making 10 knots. The next morning, *Ashtabula* shot down an enemy aircraft returning for the kill.

The early 1950s found *Ashtabula* actively involved in the Korean War, serving as flagship for Task Group 79.1, providing services to Seventh Fleet units involved in bombarding Korea and assisting in the evacuation of Hung Nam in November 1951. In 1955, *Ashtabula* assisted in the evacuation of Hanoi.

*Ashtabula* was credited with several significant accomplishments during the 1960s. The oiler conducted the first underway replenishment during the Vietnam War, when it refueled USS *Maddox* (DD 731) only a few hours after *Maddox* was attacked by North Vietnamese torpedo boats.

In October 1967, *Ashtabula* received the coveted Arleigh A. Burke Fleet Trophy award. In 1968, the ship completed a jumboization program which included a new midsection that increased the cargo fuel capacity and also added cargo storerooms, freezers and

magazines, making it the Pacific's only multiproduct oiler.

In early 1975, *Ashtabula* arrived in the Western Pacific to provide critical support for operations Eagle Pull and Frequent Wind, assisting in the evacuation of Vietnam just as it had 20 years earlier.

On April 30, 1982, *Ashtabula* departed for its 32nd and final Western Pacific deployment and returned Aug.

5, 1982. The ship that had steamed more miles and pumped more fuel than any other Navy ship served its country through three wars and 40 years, winning more than 15 battle ribbons. *Ashtabula's* illustrious career is a tribute to the finest maritime force in the world—the U.S. Navy.

—By Ensign William T. Sullivan  
USS *Ashtabula* (AO 51)

## Hayward Hall

The barracks housing U.S. Army, Navy and Air Force enlisted people assigned to NATO's Allied Forces, Southern Europe Command in Naples, Italy, has been named for the former Chief of Naval Operations Admiral Thomas B. Hayward.

Admiral James D. Watkins, Chief of Naval Operations, took the opportunity during a recent visit to Naples to dedicate the barracks. Admiral Watkins said it was appropriate that the barracks be named Hayward Hall because Admiral Hayward "was the most courageous in supporting people programs and spoke out the strongest

... for improvement of the quality of life of military personnel."

Hayward Hall includes suites which consist of one, two or three bedrooms with a common bathroom. Suites include refrigerators, sinks and modern furniture. The Hayward Hall complex also includes a laundry, common kitchen, reading rooms, a game room and an outside garden area. Almost every room has a balcony where residents can hold cookouts.

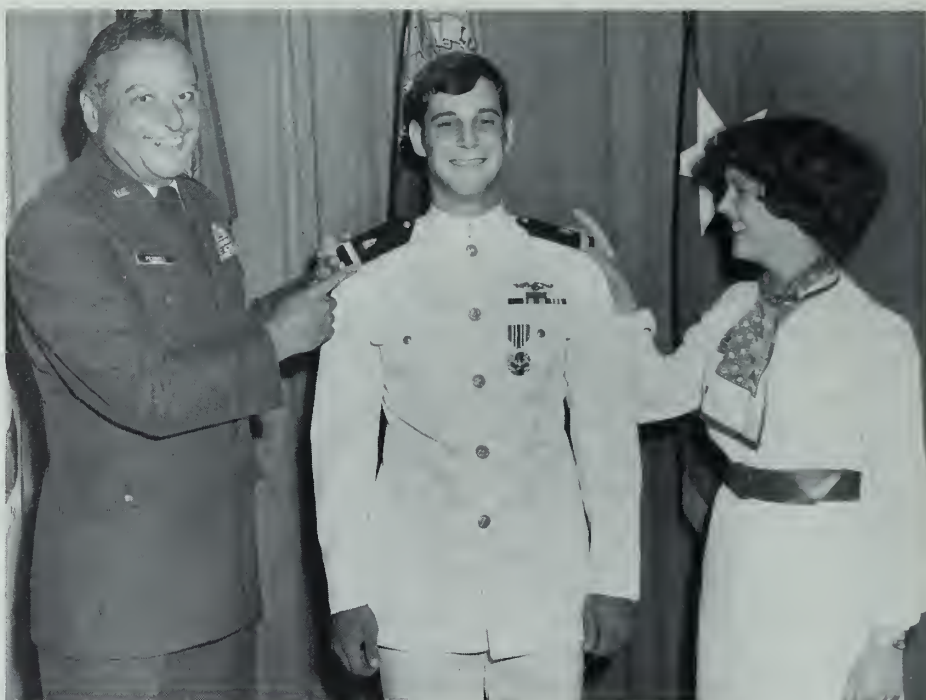
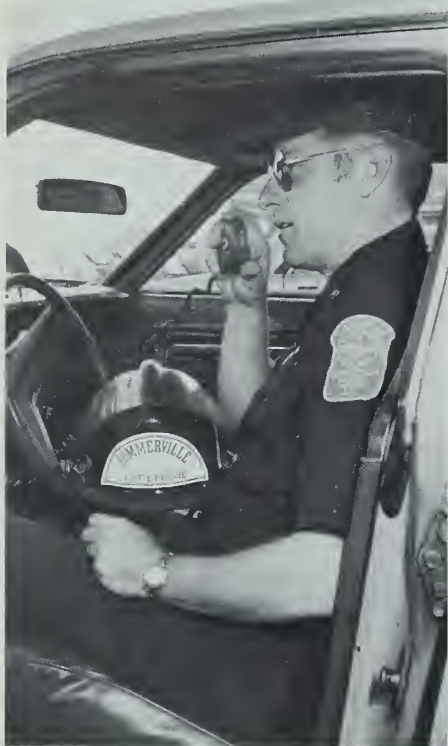
Chief of Naval Operations Admiral James D. Watkins (right) with Admiral William J. Crowe Jr., Commander in Chief of Allied Forces Southern Europe, and Lieutenant Junior Grade Suzanne Spangler, officer in charge of Hayward Hall. Photo by MSgt. Wally Ross, USAF.



# Bearings

## Navy Man Named Fireman of the Year

Chief Draftsman Lloyd E. Marshall Jr., a volunteer firefighter, received the 1982 Fireman of the Year Award from the Summerville, S.C., Fire and Rescue Department. Marshall, head of the audio-visual facility for the Fleet and Mine Warfare Training Center, Naval Base, Charleston, S.C., spends at least 60 hours a week on call, in training or responding to emergencies—above and beyond the time spent on his military duties.



**Celebrating a demotion?** Flanked by his wife, Elen, and Brigadier General Attilio Pedroli, Commander Defense General Supply Center, Richmond, Va., Lieutenant Wayne Strouse, active duty naval officer, becomes Ensign Strouse in the reserves. Strouse was selected for the Navy Medical Training Program and will attend the Medical College of Virginia. Under the terms of the program and in exchange for this Navy scholarship, Strouse had to agree to enter the program as an ensign. After completing four years of medical training, he will be restored to his former rank, but as a medical officer.

"We are called on to give CPR in ambulances quite frequently and must be qualified to operate life-support equipment in an emergency," Marshall said.

Marshall responds not only to structure fires but also to brush and car fires, medical emergencies and auto accidents. "Firefighters can operate all the equipment to free a person trapped in a car, and that is a science in itself."

Because of Marshall's training, experience and ability to remain calm in an emergency, he is usually the first of a two-man team to enter a burning building. During an apartment fire, he and three others rescued two children and two adults from the second story. For his actions, he received the Firefighters Life Saving Award.

Marshall's goal is to be qualified in every aspect of firefighting. "It makes you more comfortable when you go to a fire and you know everyone's job as well as your own," he said.

In addition to his regular training, Marshall attended the State Fire Inspectors Seminar last year which qualified him as a South Carolina State Fire Inspector. During the seminar, he learned to use a "sniffer," a device that analyzes the residue of burnt materials to see if the fire might have been purposely set.

What motivates Marshall to devote so much time and effort to firefighting is the personal satisfaction he receives. "When you do a good job, people thank you for it." That's reward enough for him.

Why is he a volunteer firefighter? "Just to help people," he said. "It makes me feel good to do something for the community in which I live."

The community Marshall helps to protect has a population of more than 40,000 people; the Summerville Fire and Rescue Department consists of 46 men, 29 of whom are volunteers. Every member receives weekly firefighting training and is qualified in cardio-pulmonary resuscitation.





# Freedom Pennant Unfurls in Australia

In heavy weather with winds gusting to 50 miles an hour, the Navy's newest amphibious assault ship, USS *Peleliu* (LHA 5) launched Freedom Pennant '82, a complex joint exercise held recently in the southeast Indian Ocean. The operation was an all-air assault by U.S. Marines at the Australian Army's Lancelin gunfire range 130 miles north of Perth in western Australia. It emphasized cooperation between Australia and the United States as well as the importance of the Australia-New Zealand-United States alliance.

Freedom Pennant involved more than 5,000 sailors and marines from the *Peleliu*, USS *Cleveland* (LPD 7), USS *Peoria* (LST 1183), along with dozens of Marine aircraft.

*Peleliu* got under way from Fremantle and made for the landing zone where it launched AV-8 *Harriers*, transports, *Cobra* gunships and an A-6 *Skyhawk* squadron.

One of the first actions was to land an advance reconnaissance force of 12 men who would report any changes in the objective area which could affect the next day's D-day landing. The D-day goal was to produce a rapid buildup of men, equipment and explosives at the landing zone.

Reconnaissance gave an all-clear signal, and *Peleliu* hit the target with its three 5-inch guns. Then the first air assault wave streaked toward the beach as some 600 Marines landed along with

58,000 pounds of equipment. The *Harriers* dropped 32,000 pounds of live ordnance.

Once the Marines established a beachhead and posted patrols over two landing zone objectives—one a simulated airfield—the First Royal Australian Regiment's defenders began to probe the line for weak points.

As Freedom Pennant raged on the beach, *Peleliu* tested the effectiveness of *Harrier*/helicopter assets in supporting an amphibious assault in tandem from an LHA flight deck.

It wasn't an easy test. *Peleliu* executed nearly 100 course changes be-

cause of uncooperative weather. High winds made flight operations difficult. Each helo type required a different wind direction for their launching and landing.

As it turned out, there was a minimum of delay in getting helos in the air, and there were no delays in launching *Harriers* between helo takeoffs on the same deck.

Overall, Freedom Pennant's various tests proved successful and will provide excellent information for future training exercises.

—By JO3 Alan J. Skripsky,  
USS *Peleliu* (LHA 5)



# Caribbean Swing

Central and South American military and civilian dignitaries witnessed the demonstrated value of U.S. naval air and sea power late last year when a task group of three Norfolk-based nuclear-powered ships conducted operations in the Caribbean. More than 6,000 Navy men and women were involved.

The aircraft carrier USS *Nimitz* (CVN 68), with Rear Admiral Kendall E. Moranville, commander of Cruiser-

Destroyer Group Two embarked, led the task group. "The Caribbean Swing was initiated to show continuing interest and commitment to this area," explained Admiral Moranville.

The guided missile cruisers USS *Arkansas* (CGN 41) and USS *Mississippi* (CGN 40) accompanied *Nimitz*, with its embarked Carrier Air Wing Eight. The three-ship task group, operating for the eight days in the Caribbean as a component of the Second

Fleet, hosted visits by dignitaries from Honduras, Colombia and Venezuela. They displayed routine flight operations for their guests and participated in a joint naval exercise with Colombia.

Each of the visits was highlighted by a naval air and sea power demonstration conducted by Carrier Air Wing Eight and the guided missile cruisers. Honduras benefited first by the task







group's visit. Dignitaries included the president of the congress, the chief of operations of the Honduran Navy, and the commander of the Honduran Air Force. They were accompanied by U.S. Ambassador to Honduras John D. Negroponte. Just before departing, the president of the congress, Efraim Bu Giron, said he was very impressed with the demonstration and asked that the United States not make this an isolated visit.

Within the week, Colombian and Venezuelan officials visited the task group. In addition to firepower

demonstrations for the assembled visitors, the task group conducted an anti-submarine warfare exercise with a Colombian submarine.

Colombian visitors included the Navy, Air Force, and Atlantic Naval Force commanders, and the Mayor of Cartagena. U.S. Ambassador to Colombia Thomas D. Boyatt accompanied the group.

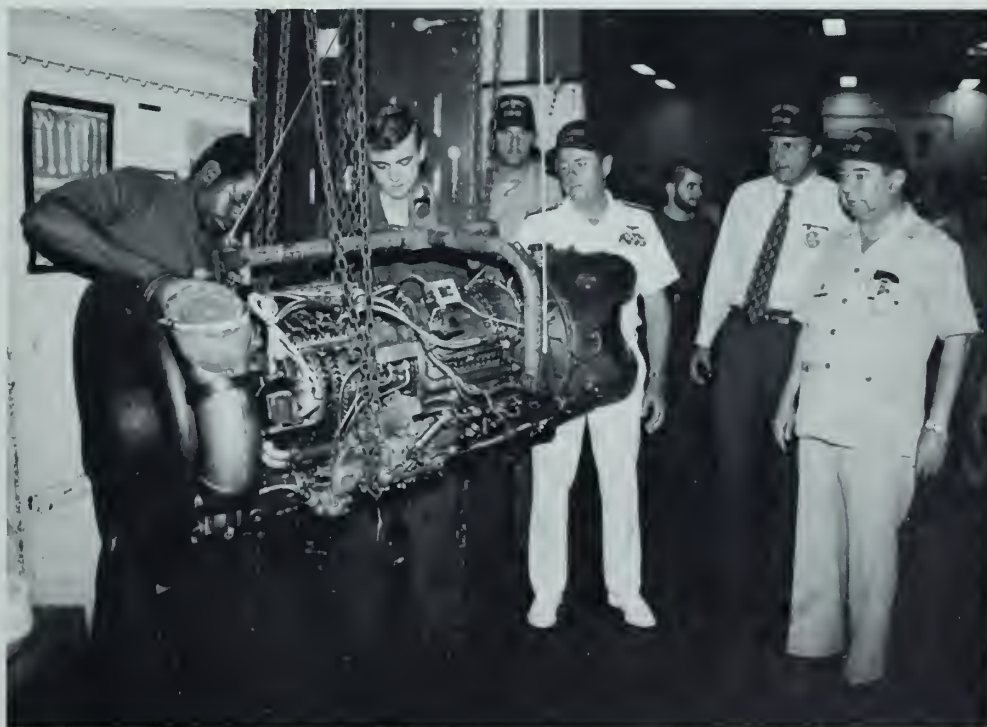
The final group of Latin American officials to visit the force came from Venezuela. Among those attending were the commander of the Venezuelan Navy, inspector general of the air

force, the navy fleet commander, air defense commander and the director of army intelligence. They were accompanied by the U.S. Ambassador to Venezuela George W. Landau.

Following the 2,300-mile swing through the Caribbean, the task group deployed to the Mediterranean.

—By Lt. Nathan Jones, ComSecondFlt

*USS Nimitz (CVN 68) (above) hosted dignitaries from Honduras, Colombia and Venezuela and American embassy escorts during Operation Caribbean Swing for demonstrations of naval air and sea power. Photo by PHAN Steven Lee Russ. Other photos by PH3 C.L. Mussi and PHAN John Morris.*



# The Navy Remembers

*In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant May events.*

The U.S. Navy defeated Spain's Pacific fleet on May 1, 1898, in the Battle of Manila Bay. The following day, American naval forces destroyed Spanish guns and magazines at Cavite.

As a result, the Philippines fell and the battle contributed significantly to the final victory in the Spanish-American War. The United States had declared war on Spain a week earlier—April 25—and simultaneously ordered its Asiatic Squadron from Hong Kong to capture and destroy the Spanish fleet, then in Philippine waters.

The U.S. Navy of the time was well-trained and well-supplied largely because of the energetic efforts of a young assistant secretary of the Navy—Theodore Roosevelt. The future president also had selected the battle's victorious flag officer, Commodore George Dewey, for the command.

The guns of Dewey's squadron destroyed the enemy ships anchored in Manila Bay and killed or wounded 381 Spaniards. American forces suffered nine casualties, but no loss of life. Manila surrendered after a token bombardment.

The Battle of Manila Bay made Dewey a national hero and established the United States as a major naval power. A special rank—Admiral of the Navy—was created for Dewey. That rank ceased to exist at his death.

Today, 85 years later, the Navy and the other armed services have large, important bases in the Republic of the Philippines. Except for the Japanese

occupation from May 1942 to October 1944, American presence has been continuous in the Philippines for more than eight decades.

On the opposite side of the globe, another naval outpost, the Atlantic Fleet training base at Guantanamo Bay, Cuba, also came about as the result of the Spanish-American War. That base has served the U.S. Navy continuously for 80 years.

## Aviation and Aerospace

Several developments and achievements in naval aviation and the Navy's participation in the space program occurred in May.

The Navy contracted for the *Triad*, the service's first airplane, on May 8, 1911, which is recognized today as the birthdate of naval aviation.

Eight years after its birth, naval aviation began setting records.

For example, on May 27, NC-4 completed the first trans-Atlantic flight. In 23 days, the plane had flown from New York to Halifax, on to the Azores, then to Lisbon, Portugal, and finally landed in England. In 1925, the Navy began a world's endurance record flight of 28 hours, 35 minutes and 27 seconds without refueling for class C-2 seaplanes. On May 9, 1926, Commander (later rear admiral) Richard E. Byrd made the first flight over the North Pole.

In 1929, May 4-6, the Navy set a world balloon record of 952 miles in 43 hours and 20 minutes. Just two days

later, Lieutenant Apollo Soucek set a world altitude record of 39,140 feet in a Wright *Apache*.

On May 12, 1938, the aircraft carrier *Enterprise* (CV 6) was commissioned. Four years later, the United States was at war with Japan in the Pacific. On May 4, 1942, the Battle of Coral Sea, the first carrier-vs.-carrier battle, began. And in the European theater, American naval aviation was helping British aviators in their fight against Hitler's forces in the Mediterranean. On May 9, 1942, the carrier USS *Wasp* launched British aircraft to reinforce Malta for the second time.

The Navy Air Transportation Service made its first Pacific flight on May 15, 1942, from Alameda, Calif., to Honolulu, Hawaii. NATS was disestablished years later when the Air Force's Military Air Transportation Service (now Military Airlift Command) took over transportation duties for all the armed forces.

Only three years after the German Air Force flew a prototype jet fighter at the end of World War II, the U.S. Navy reached an important milestone with that revolutionary propulsion system. On May 5, 1948, the first jet squadron qualified for carrier flight operations.

Less than a year later—May 3, 1949—the Navy entered the space age when it fired its first high altitude rocket, *Viking*, at White Sands Proving Grounds, N.M. And the first test vehicle of Project Vanguard was success-



fully launched on May 1, 1957.

Aircraft carriers began adding significant wallop to their might three years later. On May 21, 1960, USS *Kitty Hawk* (CVA 63), the first aircraft carrier armed with guided missiles, was launched at Camden, N.J.

On May 4, 1961—naval aviators entered the balloon record books again. Commanders Malcolm Ross and Victor A. Prather, launched from USS *Antietam*, piloted Stratolab balloon to a world record altitude of 113,739.9 feet in two hours and 36 minutes. On May 24, 1961, three F-4H *Phantom II* fighters set a new Los Angeles-to-New York record of two hours and 47 minutes for an 870 mph average.

Exactly a year later, astronaut Lieutenant Commander M. Scott Carpenter completed the second U.S. manned orbital space flight with three trips around the world. And on May 16, 1963, astronaut Gordon Cooper, an Air Force major, was recovered after he orbited the earth 22 times in the *Faith 7* capsule; the landing was made about 80 miles southeast of Midway, less than five miles from USS *Kearsarge* (CVA 33).

### Nurse Corps

On May 13, 1908, the Navy Nurse Corps was established by Congress; Esther Hasson was appointed the first superintendent of the corps.

A Navy surgeon, Dr. William P. Barton, had recommended establishing a Nurse Corps to the Secretary of the Navy nearly a century earlier—in 1811. Bills to establish the corps failed in Congress in 1902 and 1904.

By October 1908, the first 20 nurses reported to Washington, D.C., for training and duty. These women, later called the "Sacred Twenty," weren't given rank status—officer or enlisted—by Congress.

Although the Nurse Corps was created in 1908, nurses served the Navy from a variety of sources during earlier eras. For example, Roman Catholic nuns belonging to a nursing order served in the medical department of the hospital ship *Red Rover* during the Civil War.

In 1898, a group of trained nurses cared for the sick and wounded of the Spanish-American War at the Naval Hospital, Norfolk, Va. These women weren't part of an official unit and weren't even assured of being paid. A verbal agreement assured they would be reimbursed for traveling expenses and "moderate" wages if funds could be found. They served for 50 days and were paid from non-appropriated funds.



Less than a decade after the Nurse Corps was established, during World War I, Navy nurses met the challenges of duty under fire in Europe. They were assigned to hospitals in England, Scotland, Ireland and France, where some served with Army field units. Of the four Navy Crosses awarded to Navy nurses, three were made posthumously.

During World War II, five Navy nurses were captured by the Japanese on Guam and were interned for six months before their repatriation. Eleven of their comrades captured in the Philippines were less fortunate, spending 37 months in an internment camp where they cared for the sick and wounded.

Almost four decades after the corps' birthdate, in April 1947, the Army-Navy Nurses Act established the Nurse

Corps as a permanent staff corps of the Navy. The act also authorized permanent commissioned rank and permitted integration of reservists into the Regular Navy.

Navy nurses also served with distinction during the Korean and Vietnam wars. But these important members of the Navy team not only care for the sick and injured, they also teach. They spend a large amount of time giving on-the-job training to hospital corps-

men, who make up the Navy's largest rating.

A milestone in the corps occurred in 1965 when the first male nurse was commissioned. The corps has been fully integrated since then.

Seven years later, Rear Admiral Alene Duerk, director of the Navy Nurse Corps since 1968, made history by becoming the first woman flag officer—110 years after the rank of rear admiral was established by Congress.

Today, the Navy Nurse Corps is led by Rear Admiral Frances Teresa Shea. The corps numbers 2,772; of that number, 736 are men. The first man to be selected for the rank of captain in the Navy Nurse Corps, C. William (Bill) Cote, was among 16 Navy nurses chosen to wear eagles by the latest selection board.

—By JOCM Merle F. Jacobsen

# Reunions

• **Air Group 75, Air Group 4, 1945-1983**—Reunion June 3-6, 1983, Norfolk, Va. Contact Mr. H.R. Walker, Pegasus Data Systems, 236 Lackland Drive, Middlesex, N.J. 08846.

• **USS ABSD No. 1**—Reunion June 24-26, 1983, San Diego. Contact W.G. Herman, 212 Birch St., Topeka, Kan. 66609.

• **USS Iowa (BB 61)**—Reunion June 24-26, 1983, Denver. Contact J.S. Pasquale, 5005 Algonquin Tr., Kokomo, Ind. 46902.

• **USS LST 639**—Reunion June 10-11, 1983, Cleveland. Contact Bob O'Toole, 8548 Wyatt Road, Broadview Heights, Ohio, 44147; telephone (216) 526-5220.

• **USS North Carolina (BB 55)**—Reunion June 21-23, 1983, Wilmington, N.C. Contact C.H. Rosell, Box F, Hollywood, S.C. 29449.

• **"Tin Can Sailors"**—Reunion July 1983, Charleston, S.C. Contact Ed Ward (XO) "Tin Can Sailors," Battleship Cove, Fall River, Mass. 01752.

• **Eighth Naval Beach Battalion**—Reunion July 2-8, 1983, College Park (Atlanta), Ga. Contact Clifford L. Legerton, 817 Gates Ave., Norfolk, Va. 23517.

• **Aviation Boatswain Mates**—Convention, July 19-23, 1983, San Diego. Contact ABCM James Tuck, PO Box 228, Lakehurst, N.J. 08733; telephone (619) 292-9059, or (619) 423-7462.

• **USS Henley (DD 391)**—Reunion July 15-17, 1983, San Francisco. Contact Roy E. Anglen SMC, USN Ret., PO Box 3, Hume, Ill. 61932; telephone (217) 887-2372.

• **USS Robert L. Wilson 847 Association**—Reunion July 8-10, 1983, Norfolk, Va. Contact Joseph C. Quinn, 620 E. 99th St., Minneapolis, Minn. 55420.

• **Navy Patrol Squadron 812**—Reunion July 15-17, 1983, Minneapolis. Contact Dick Martin, 4032 Washington St., N.E., Colonial Heights, Minn. 55421.

• **USS Enterprise (CV 6)**—Reunion July 27-31, 1983, Milwaukee. Contact Ed Doss, 1576 South Forrest Road, Westport, Wash. 98595; telephone (206) 268-9742.

• **U.S. Submarine Veterans, Inc.**—19th annual convention July 21-24, 1983, San Diego. Contact W.R. "Flip" Flaminio, 3421 Calavo Drive, Spring Valley, Calif. 92077; telephone (619) 461-1324.

• **115th Naval Construction Battalion Veterans**—Reunion July 28-31, 1983, Manchester, Tenn. Contact Edward C. Plum-

mer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **U.S. Naval Academy Band Alumni**—Reunion July 23, 1983, Annapolis, Md. Contact Tom Christie, 369 Dewey Drive, Annapolis, Md. 21401; telephone (301) 269-1207.

• **USS Belle Grove (LSD 2)**—Reunion July 15-16, 1983, Dearborn, Mich., for crew members serving from August 1943 to December 1969. Contact Joe W. Bledsoe, 194 Pinegrove Drive, Bellbrook, Ohio 45305; telephone (513) 848-2855.

• **USS South Dakota (BB 57)**—Reunion July 2-4, 1983, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

• **USS Paul Hamilton (DD 590) and USS Twiggs (DD 591)**—Reunion July 28-29, 1983, Boston. Contact W.J. McCreven, 105 Msgr Lydon Way, Dorchester, Mass. 02124; or F. Carrigan c/o Franklin Police Dept., Franklin, Mass. 02038.

• **USS West Point (AP 23)**—Reunion for World War II crew members July 21-23, 1983, Ft. Lauderdale, Fla. Contact John E. Daniel, 3728 S. Fuller, Independence, Mo. 64052.

• **USS McGowan (DD 678)**—Reunion July 15-16, 1983, Buffalo, N.Y. Contact Dan Rogers, 30 Hurd St., Lynn, Mass. 01905.

• **USS Holland (AS 3)**—Reunion July 24-27, 1983. Contact Bart Wilson, 7355 NW Newberry Hill Road, Silverdale, Wash. 98383; telephone (206) 692-5904.

• **USS Fred T. Berry (DD/DDE 858)**—First annual reunion July 1983, Charleston, S.C. Contact Denis Gordon, 319 E. Main St., No. L-7, Marlboro, Mass. 01752; telephone (617) 485-7261.

• **USS John C. Butler (DE 339)**—First reunion July 20-23, 1983, St. Louis. Contact Chester W. Skoczen, 326 Chestnut St., N. Syracuse, N.Y. 13212; telephone (315) 458-4395.

• **USS Maryland (BB 46)**—Reunion July 28-30, 1983, Oklahoma City. Contact C.A. Anstey, 1011 Shamrock Road, Oklahoma City, Okla. 73131.

• **USS LST 272 (The Gray Raider)**—Reunion July 15-17, 1983, New Orleans. Contact R.L. Dennebaum, 259 West 21st St., Ship Bottom, N.J. 08008.

• **USS Koiner (DE 331)**—Reunion Aug. 12-14, 1983, Reading, Pa. Contact J. Harold McCrabb, 435 Greenwich St., Read-

ing, Pa. 19601; telephone (215) 374-0489.

• **USS Topeka (CL 67)**—Reunion Aug. 12-14, 1983, Orlando, Fla., for crew members who served from 1944-1949. Contact James W. Wilson, 1022 W. Abbott St., Muncie, Ind. 47303.

• **USS Pride (DE 323)**—Reunion Aug. 1-4, 1983, Miami Beach, Fla. Contact Fred S. Haerberle, PO Box 183, Audubon, Iowa 50025.

• **USS Chanteleur (AV 10)**—Reunion Aug. 4-6, 1983, Oxnard, Calif. Contact Mrs. Kenneth E. Boyd, Route 4, Box 145, Culpepper, Va., 22701; telephone (703) 854-5076.

• **USS Gainard (DD 706)**—Reunion of ex-crew members Aug. 12-14, 1983, Norfolk, Va. Contact Cecil Kendrick, 720 Hemlock Crescent, Virginia Beach, Va. 23464; telephone (804) 495-1708 or Robert D. Schultz, 146 Pearse Road, Swansea, Mass. 02777; telephone (617) 672-1556.

• **126th Navy Seabee Construction Battalion**—Second annual reunion Aug. 4-7, 1983, Oxnard, Calif. Contact Lenno C. Johnston, Star Route, Box 27, Pineville, Mo. 64856.

• **Destroyer Escort Sailors Association**—Eighth annual national convention Aug. 2-6, 1983, Long Beach, Calif. Contact Jack Collins, PO Box 68, Oviedo, Fla. 32765; telephone (305) 365-5331.

• **USS Manchester (CL 83)**—Reunion Aug. 4-7, 1983, Bowling Green University, Bowling Green, Ohio. Contact Frank E. Helfenberger, 12012 Meridian Ave., N., Seattle, Wash. 98133; telephone (206) 365-7455.

• **USS Callaway (APA 35)**—17th reunion Aug. 2-4, 1983, San Francisco. Contact Wallace E. Shipp, 5319 Manning Place, N.W., Washington, D.C. 20016; telephone (202) 363-3663.

• **USS Cassin Young (DD 793)**—40th anniversary of commissioning Aug. 12-14, 1983, Boston. Contact Summer M. Wheeler, 20 Caulfield Circle, Newton Center, Mass. 02159 or John J. Quinn, 20 Gorwin Drive, Medway, Mass. 02053.

• **USS Frost (DE 144)**—Reunion August 1983, Long Beach, Calif. Contact Ernest Zimany, 475 Courtland Ave., Bridgeport, Conn. 06605; telephone (203) 333-2909.

• **USS Emmons (DD 457)**—Crew members interested in a reunion, contact Mr. David Jensen, 87-26 259 St., Floral Park, N.Y. 11001.

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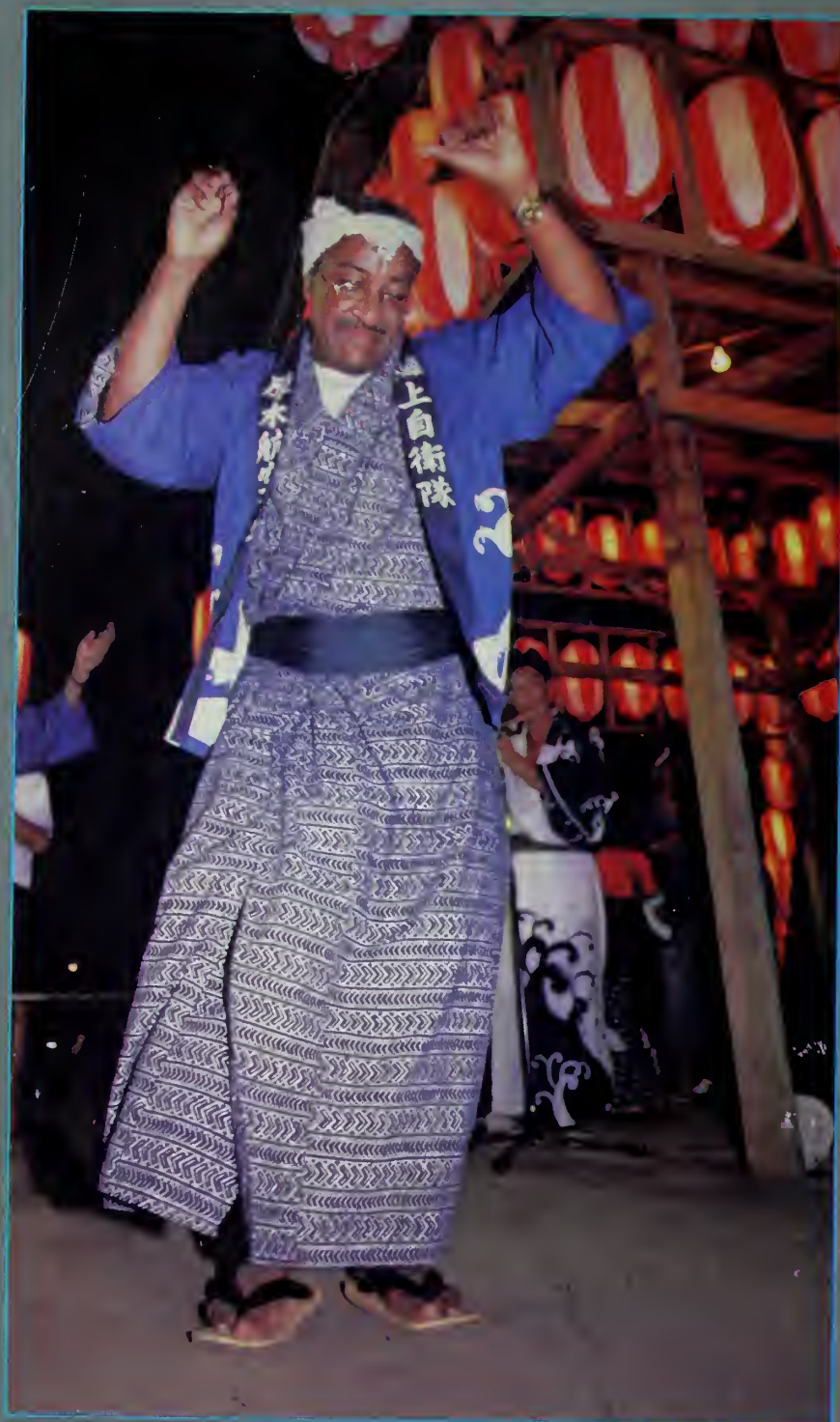
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*The De Wert (FFG 45), a guided missile frigate launched in Bath, Maine, Dec. 18, 1982, honors Hospitalman Richard De Wert, who was posthumously awarded the Medal of Honor. De Wert was killed by a burst of enemy machine-gun fire while administering aid to a fallen Marine, the fourth infantryman he administered aid to that day in 1951 despite his own multiple wounds. The 455-foot De Wert is the second ship named for a Navy hospital corpsman. The first was USS Jack Williams (FFG 24), launched in 1980, which was named for Pharmacist's Mate Jack Williams, who gave his life while caring for others on Iwo Jima during World War II.*



Bon Odori ● See page 30



# ALL HANDS

JUNE 1983

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'Old Ironsides'

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*BM3 David M. Parrish and SN Clifford Hayes of USS Belleau Wood's (LHA 3) deck department hold onto Buoy 51 in Victoria Harbor, Hong Kong, as the San Diego-based amphibious assault ship makes mooring approach. Photo by PH3 James Kendricks.*

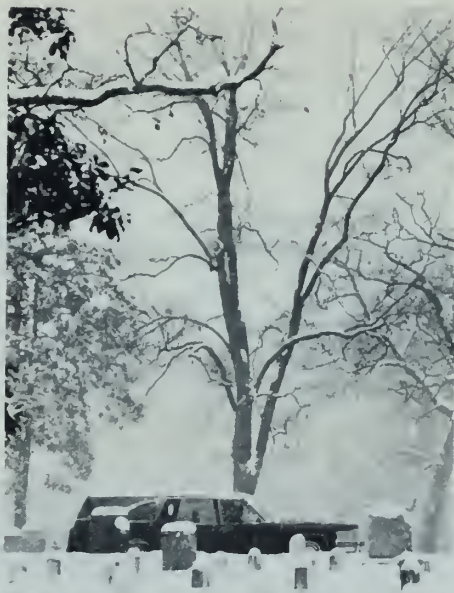


# ALL HANDS

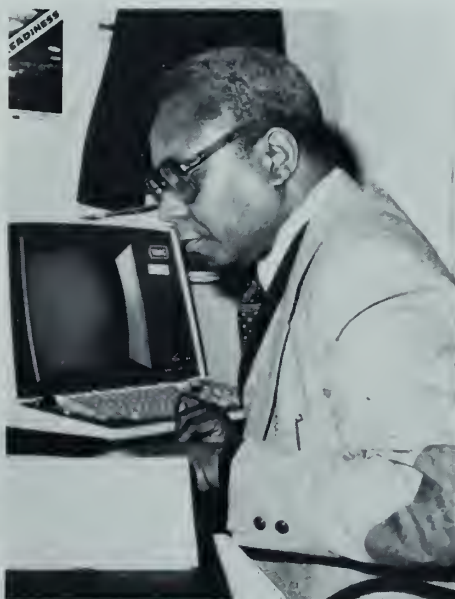
JUNE 1983

MAGAZINE OF THE U.S. NAVY

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Chief of Information: COMO Jack A. Garrow  
CO Navy Internal Relations Act: CAPT John A. Georg  
Director NIRA Print Media Div: CDR Perry C. Bishop

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Front: Boatswain's Mate First Class Benjamin J. Dellucci sounds a call on the boatswain's pipe. His 19th century counterparts used the pipe to signal the crew to raise or lower the sails—its sound could be heard even over cannon fire. Photo by PH2 Tibor Zoller.

Back: USS *Coral Sea* (CV 43), "San Francisco's Own," passes under the Golden Gate Bridge on the first leg of an around-the-world cruise that will end in late September when the carrier enters Norfolk Naval Shipyard for overhaul. Photo by Ken McNeill Jr.

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# Casualty Assistance

## Helping to

**It's 3 a.m. in Pensacola, Fla. It's been raining for five days and many of the roads are nearly flooded. An aviation machinist's mate first class is driving the long, dimly lit road back to Naval Air Station, Pensacola, where he lives. Suddenly, he comes across a huge puddle of water. He swerves, goes into a skid, then crashes head-on into a utility pole. He's survived by a wife and two children.**

The difficult period following the death or disappearance of a service member is usually filled with questions, doubts, fears and even anger from family and friends. It is a time when family support must be given promptly, accurately and with as much empathy, compassion and understanding as humanly possible. That's when the Navy's Casualty Assistance Calls Program enters the scene.

The program operates under the control of Commander, Naval Military Personnel Command, specifically the Community and Personal Services Division. The mission of the Casualty Assistance Calls/Funeral Honors Support Program is to provide the Navy member's next of kin with the necessary information and assistance that will help them adjust to the new conditions produced by a mishap.

Commander Robert J. Wilson is director of the Community and Personal Service Division (NMPC-64). Joseph L. Greer and Cindy Sublett serve as head and assistant head of the Casualty Assistance Branch, respectively. Aided by 14 civilian employees, they handle the particulars concerning more than 650 active duty Navy deaths a year, caused by anything from accidents to illness.

They also are involved with helping the families of retirees who have died (an average of more than 5,000 deaths a year) and with some 2,000 cases a year involving seriously ill patients. In all, they provide assistance to about 16,000 next of kin each year.

In addition, the branch acts as coordinators of the Funeral Honors Support program which assists in arranging funerals and rendering specific honors.

"The branch is the central focal point for every activity concerning Navy deaths," said Wilson. "They monitor the transportation of the seriously ill or the shipment of remains. They also track and coordinate Judge Advocate General (JAG) investigations for all Navy casualty cases and en-





# Ease the Pain



# Casualty Assistance

sure that all personal effects of the deceased are returned to the family."

**The Florida highway patrol has arrived at the scene of the Pensacola accident. The rescue squad removes a military identification card and driver's license from the petty officer's wallet.**

Once the command is notified of the casualty by the highway patrol, the member's record will be scanned for names and addresses of the primary next of kin (spouse, eldest child, parents) and the secondary next of kin (children from former marriages, married children or a close relative), if any. (It is most important that all Navy members keep their Page 2s [record of emergency data] up to date to avoid any delay in notifying appropriate family members of an illness, accident or death).

When proper identification is made, the command then initiates a personnel casualty report and sends it to Commander, Naval Military Personnel Command and to the CAC/FHS program coordinator in the area in which the primary and secondary next of kin live (or the appropriate overseas CAC/FHS program coordinator). This report contains such information as the member's name, Social Security number, duty status as well as a brief statement of circumstances involved. Additional important information is the home address of the next of kin.

The CAC/FHS coordinator, in turn, assigns a casualty assistance calls officer and provides him or her with the details of the incident. In this case—the Florida accident—Commander, Naval Base, Charleston, S.C., one of seven CAC/FHS area program coordinators in the United States (see accompanying listing), will do the tasking. When possible, the CACO appointed is of the same or near rank/rating as the deceased member and has similar Navy experience.

Officers with at least two years active duty and senior enlisted members (E-7 through E-9) are normally assigned as CACOs. Enlisted members, E-5—E-6, are usually assigned to assist CACOs in the performance of their duties.

All CACOs are active duty members, and the majority of them are attached to reserve training centers. Many also come from ROTC units, but all Navy members, except those on recruiting duty, are subject to CACO duty, even if it's just to assist the CACO.

**The doorbell rings, the petty officer's wife answers. She is greeted by an aviation machinist's mate first class. Her intuition takes over. The visiting sailor can see it in her face. He knows that people react in different ways to news of death. He hopes that her pain isn't manifested in anger.**

The CACO, in uniform, along with the command chaplain, will pay a personal notification visit to the next of kin as soon as possible, but no later than 24 hours after the inci-

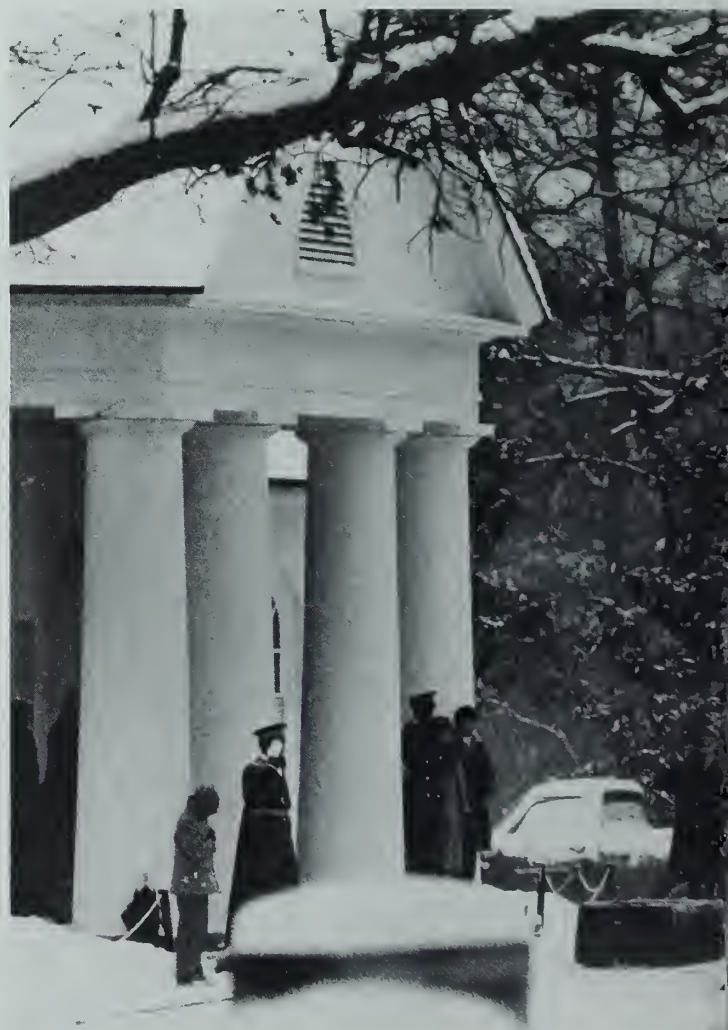
dent. From that moment on, the CACO is the Navy's representative between the command and the next of kin. He or she takes full responsibility for that family's welfare.

"The CACO will be assigned to look after that family as long as is needed," said Greer, "until they can start a new lifestyle and until all survivors' benefits are paid."

"We had one CACO assigned for 13 years," said Wilson. "One of our pilots was shot down in Southeast Asia during the Vietnam conflict and he was placed in a missing status. A CACO was assigned to his family until the pilot's status was changed from missing to presumed killed in action—that was 13 years later."

As a rule, notifications are made between 6 a.m. and 10 p.m. unless it is obvious that the next of kin may learn of the tragedy through the news media. Every effort is made to withhold such information from the media until the next of kin have been officially notified and told of the details.

CACO coordinators are responsible for designating and training CACOs. To help complete that task, there is the "Casualty Assistance Calls Program Manual" (NAVMIL-PERSCOMINST 1770.1) that gives step-by-step procedures and information for those assigned such duty.





During the initial visit with the member's next of kin, the CACO tells the family the essential details of the casualty as he knows them. The CACO will also arrange for any immediate financial assistance, when required. If applicable, the calls officer will also advise the next of kin that—in the Florida accident case—a JAG investigation will be conducted, with results normally available in 30 to 60 days. The CACO will then assist the family, should they so desire, in writing a formal request to JAG for the investigation.

"For every active-duty death that happens in the Navy that does not result from natural causes, a JAG investigation is done," said Wilson.

"Out of 650 deaths, 200 a year are from natural causes. Most deaths occur outside naval bases, and more than 45 percent of Navy deaths are due to automobile accidents; JAG investigations are done on every accident."

If a death or injury occurs within the confines of a naval installation, the Navy is the investigative authority. On the other hand, if it happens in the civilian community, the prevailing civilian authority conducts its own investigation. These results are then forwarded to the naval command with investigation responsibility for review and further dissemination up the chain of command.



All investigations eventually reach JAG for final review.

**The petty officer's wife is told, "A letter of circumstances regarding your husband's death will be forwarded by the CO in 48 hours. You can also expect a confirmation of casualty telegram within the next 24 hours. But if you have any more questions, either give me a call, anytime, or please call the next of kin liaison group at this toll-free number."**

The NOK liaison section of the branch handles some 3,000 calls a month and reports to the appropriate casualty assistance calls officer concerning their contact with the next of kin. This ensures that information passed to the next of kin is complete, accurate and constant. The toll-free number is 1-800-368-3202. Navy people stationed in Virginia should call collect (202) 694-2926, if they have any problems, questions or comments.

After initial notification, the CACO arranges—at the next of kin's convenience—at least two more visits. The second visit is to aid with funeral arrangements and to provide immediate financial and personal problem assistance, if it was inappropriate to do so during the first visit.

Such assistance includes arrangements for the funeral,



# Casualty Assistance

preparation, care and shipment of the remains, issuing of death certificates, providing escorts for the remains and any appropriate honors desired by the family. The CACO attends the funeral, and, if the services are conducted in the area of the deceased member's command, he or she will ask the commanding officer to allow shipmates to attend.

**"You had mentioned after the funeral that you wanted to move back to your home in Indiana. I'm going on leave soon to Ohio, and, if you'd like, I could drive your truck for you."**

The third and subsequent visits are to help the next of kin complete necessary forms for all eligible benefits. This includes arranging dependent travel and the shipment of household goods and privately owned vehicles, if the next of kin chooses to relocate. The discussion of health benefits

programs, educational assistance, state rights and benefits, and federal employment preference is usually done at this time.

For cases involving missing and captured casualties or retired members and reservists, the procedures and assistance are slightly different; different benefits and privileges are taken into account. But in all cases, the CACO lends the helping hand that makes a devastating tragedy a little easier to deal with.

As a message to all CACOs and prospective CACOs, Wilson said, "Treat the family with the same degree of sensitivity and feeling that you would want your family to be treated with if it was your death. You have to have a genuine concern and compassion during this most emotional time. That is paramount."

—Story by Vickie J. Oliver  
—Photos by PH2 Robert K. Hamilton

## Casualty Assistance Calls Funeral Honors Program Coordinators Areas of Responsibility

### **Commander, Naval Base, Philadelphia, Pa.**

Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Ohio, Michigan and Indiana.

### **Commander, Naval Base, Norfolk, Va.**

West Virginia, Kentucky, and Virginia less Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland counties.

### **Commander, Naval District, Washington, D.C.**

The District of Columbia, Maryland and the counties of Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia.

### **Commander, Naval Base, Charleston, S.C.**

South Carolina, Georgia, Florida, Alabama, Tennessee, Mississippi and North Carolina.

### **Commander, Naval Reserve, New Orleans, La.**

Louisiana, Arkansas, Oklahoma, Texas, Kansas, Missouri, Iowa, Illinois, Minnesota and Wisconsin.

### **Commander, Naval Base, San Diego, Calif.**

Arizona, Nevada, California, Utah, New Mexico and Colorado.

### **Commander, Naval Base, Seattle, Wash.**

Wyoming, North Dakota, South Dakota, Idaho, Nebraska, Washington, Oregon, Montana and Alaska including the Aleutians.

### **Commander, Naval Air, Atlantic Fleet**

Azores, Bermuda and Iceland.

### **Commander U.S. Naval Forces Caribbean**

Cuba, Panama, Puerto Rico and West Indies.

### **Command Force Air, Mediterranean**

Mediterranean (littoral).

### **U.S. Naval Facility, Argentina**

Newfoundland.

### **Commander U.S. Naval Forces Japan**

Japan and Okinawa.

### **Commander, U.S. Naval Activity, United Kingdom**

Northern Europe and the United Kingdom.

### **Commander U.S. Naval Forces Korea**

Korea.

### **Commander Naval Base, Pearl Harbor, Hawaii**

Hawaii and the islands of Wake, Midway, Kure, Johnson, Palmyra and Kingman Reef.

### **Commander U.S. Naval Forces Marianas**

Guam and the Trust Territories of Pacific Islands, Australia and New Zealand.

### **Commander U.S. Naval Forces Philippines**

Diego Garcia, Hong Kong, Philippines and Singapore.



# The Karoleys:

## 17 Years of Dedicated Service

Talk about twin brothers Francis and George Karoley and you talk about dedication to the Navy—not just dedication, but DEDICATION. Mention the Karoleys and you mention an enviable record of Navy support.

The twin naval reservists have become cornerstones in the growth of the current naval reservewide retention and career development program—the policies and systems being used to help guide the entire 94,000-person Naval Reserve Force. Francis and George, attached to Patrol Squadron 66 at Naval Air Station Willow Grove in Pennsylvania, have pioneered a humanistic management approach for career counseling development and retention management for the Navy.

They traveled at their own expense to Navy and Naval Reserve commands throughout the United States, providing management assistance and development. They helped develop and update a variety of career counseling, management and retention courses throughout their careers. The twins literally wrote the book on career counseling in the reserves: the 300-plus page “Naval Reserve Career Counseling Manual” P-1550.

In a 1982 Pentagon ceremony, they were awarded the Naval Reserve’s first Golden Helm Award. The award is to be presented annually to the active-duty Naval Reserve command that achieves the highest overall performance in the field of retention management.

In their 17 years in the Naval Reserve, they have completed some 50 Navy service schools totaling more than 6,200 hours in such fields as avionics, electronics, computers and management. They have completed more than 200 correspondence courses.

Francis and George have worked at this feverish pitch for the Navy throughout their careers with one simple premise kept in mind: treat people as people.

They started out in the Navy in 1965 as tradevman and both are now senior chief aviation anti-submarine warfare technicians in the Naval Reserve.

They also work for the Navy as civilians; Francis as a supply systems analyst for the Aviation Supply Office in Philadelphia, and George as an employee development specialist at the Philadelphia Naval Shipyard.

In addition to their Navy achievements,

they have amassed a total of 12 academic degrees—five master’s degrees, five bachelor’s degrees and two associate degrees. They also hold 38 licenses and professional certifications.

Through their performance, dedication and outstanding records, Francis and George Karoley have shown that people can make a difference and that with a little determination much can be accomplished in today’s Navy.

*George (left) and Francis Karoley with the Golden Helm Award.*





# A Change

"The Navy has changed more than any other single institution I know of . . . not only in the field of technology but also in its integration policies."

George Cooper, one of the first black Americans to wear the gold stripes of a U.S. Navy officer 39 years ago, made that comment last year during a three-day cruise aboard the guided missile destroyer USS *Kidd* (DDG 993).

Cooper and nine other survivors of the group originally known as "The Golden 13" made the cruise in commemoration of the significant step they took March 17, 1944.

When the Golden 13 became the first black Americans to don uniforms of naval officers that March day, the barriers of segregation in the Navy began to fall.

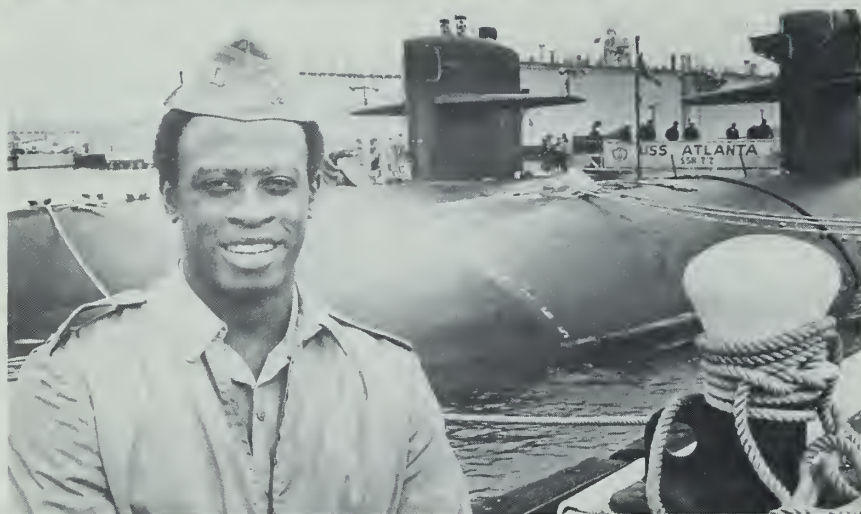
"The Navy has changed 180 degrees," added Cooper, who has held the post of director of the international work study program at Antioch College in Yellow Springs, Ohio, and was president of the Dayton Navy League Council.

And so it has. Today, black Navy men and women work together with other professionals in every field from nuclear propulsion to computerized electronics, displaying the technical expertise needed today to operate and maintain the complex, sophisticated systems on board today's ships and aircraft.

"The Navy's a great place for a young man to learn responsibility," said Lieutenant Larry D. Newby, a Naval Academy graduate who is communications officer aboard the nuclear-powered attack submarine USS *Atlanta* (SSN 712). "It's a good start in life for a young guy."

But the Navy doesn't provide opportunity only for men. Airman Rita Mahome has found excitement and challenge in her job as an aviation structural mechanic and plane captain for a multimillion dollar F-14 *Tomcat* jet fighter belonging to Fighter Squadron 101 at NAS Oceana, Virginia Beach, Va.

"It's my baby," said Mahome. "It's my job to make sure the plane is in top



Today, black Navy men and women have taken their places to share all aspects of Navy work and life: (clockwise from top left) EN3 Reggie Henderson, Lt. Larry D. Newby, HN Wallace A. Horner, PH1 Clarence Griffin.



# for the Better

condition before I turn it over to the pilot.

"People ask me why I love my job even though I have to work in all kinds of weather day or night. I tell them that aviation is what's happening and the Navy is where the action is."

Recently promoted to petty officer second class, McCoy "Buzz" Baxter Jr. of the tank landing ship USS *Fairfax County* (LST 1193) said, "The Navy is one of the best organizations around because it's a dependable and secure way of life—especially the way jobs are right now on the outside."

A disbursing clerk who handles thousands of dollars in making sure his shipmates get paid, Baxter was rewarded for his dedication when he was named the 1981 *Fairfax County* Sailor of the Year.

"After I graduated from high school, I couldn't find a job that had any kind of future," said Hospitalman Wallace A. Horner, twice nominated for sailor of the quarter at the Naval Regional Medical Center in Charleston, S.C. "The Navy offered me good training and the chance for travel and advancement."

"Advancements made by blacks in the Navy are a revelation and an inspiration," said Dr. Samuel E. Barnes, one of the Golden 13. Dr. Barnes retired in 1981 as chairman of the health and physical education department at the University of the District of Columbia.

"The integration process has certainly been a benefit," Barnes added. "It makes for a stronger Navy. Just think, there were only 13 black officers at one time. Now we have at least five black admirals and any number of black commanders and captains. The opportunities now compared with those days are mind-boggling. It's unbelievable, but it's great."

Dalton L. Baugh Sr., another member of the Golden 13, agrees. "There has been a tremendous improvement in Navy facilities and manpower in the past 39 years," he said. Today, Baugh owns an architectural engineering firm in Boston.

Yes, the Navy has changed. Today,



black men and women contribute every day to the successful completion of Navy missions around the world. They continue to build on their honored Navy tradition of pride and professionalism, taking their places along with other Navy people. Obviously, the change has been for the better.

*Whether in aviation or disbursing or any other field, young black women and men like AN Rita D. Mahome (above) and DK2 McCoy Baxter Jr. (below right) meet the Navy's challenges and strive for even more responsibility.*

—Story by JOC Mike McGougan

—Photos by PH2 Tibor Zoller  
PA Center, Norfolk, Va.



# Personnel Exchange

## To Ride the Rising Sun



The Hawaiian sun reflected brightly off the crisp, white uniforms of the sailors lining the rails of the sleek destroyer as it slipped past the USS Arizona Memorial. They stood ramrod straight in reverence to the fallen seamen below. Their young faces mirrored an emotional struggle as their minds tried to understand the attack so many years ago.

These sailors were like so many who have sailed in and out of Pearl Harbor, except for one thing: the flag under which they served was the Rising Sun. The kanji characters rimming their caps identified them as members of the Japanese Maritime Self Defense Force. They were in Hawaiian waters as part of a joint training

exercise with the U.S. Navy. USS *Coral Sea* (CV 43) led the 12 ships of Battle Group Charlie along with three ships from the Japanese Escort Division 52: JDF *Haruna* (DDH 141), JDF *Shirane* (DDH 143) and JDF *Asakaze* (DDG 169).

As part of the U.S. Navy's Personnel Exchange Program, several American sailors had the rare opportunity during the exercise to spend a few days with the Japanese and observe Japanese sailors at work. American vessels played host to a number of Japanese mariners.

The initial impression made by the Japanese ships on U.S. Navy people was one of absolute cleanliness. After having traveled across the Pacific and engaged in sim-

*JOC Kent Hansen attempts making the kanji characters that compose his name while in the CPO mess aboard JDF Shirane.*  
*Photo by Master Chief Engineer Tatsuo Ishimatsu.*

ulated combat operations, the ships looked as though they had just slipped down the ways after commissioning. As the Japanese cast off, a sailor with a small bucket of haze gray paint went from chock to padeye on every ship to retouch those areas that had been rubbed raw by mooring lines.

After the ships cleared the harbor, the crews shifted into working uniforms—two-piece royal blue jacket and trousers, with zippers and Velcro fasteners instead of buttons. A patch over the left breast pocket displayed their rates.



The berthing facilities were similar to those aboard American vessels, but pillows resembled headrests used in automobiles. Sheets and blankets were replaced by white quilts called futons.

The greatest adjustment the visiting Americans had to make was to the Japanese diet. Breakfast, lunch and dinner included steamed rice. Of course, the only utensils were chopsticks. Fish (raw and

fried) was the staple, supplemented with ample portions of pickled vegetables, soup and seaweed. An interesting addition to the routine was a nightly snack served to the crew at 8 p.m. This might vary from thick slices of buttered toast with jam to buckwheat noodles and vegetables in a broth.

During one evening meal, Southern fried chicken was the entree. No one would say

whether the meal was in deference to the Western guests, but from the accumulation of partially eaten chicken evident after the meal, it became apparent that much of the crew would have preferred some other cuisine.

The at-sea workday, however, was similar to that aboard American ships. Activity was everywhere throughout the ship, whether it was polishing brightwork and keeping a high gloss on the deck or conducting flight operations from the helo deck.

Yet in the face of the constant workload, the crew seemed to be relaxed and at ease in their jobs.

Lest anyone mistake their attitudes as lax, Japanese crew members dispelled that myth at general quarters drills. Hatches were logged shut to set material condition zebra so quickly that any who may have been slow in responding would be trapped where they shouldn't be. Indeed, it was the Americans, unfamiliar with the ship and the Japanese commands over the IMC, who found themselves tardy. Fortunately, grinning Japanese sailors seemed happy to assist visitors to reach the area established for viewing a drill.

During a man overboard drill, the fast-acting crew was able to respond, turn the ship around and retrieve "Oscar" in less than five minutes. Their handling of the two 5-inch guns was so rapid and dexterous that it resembled a trapshooter sighting clay pigeons.

Working relationships were friendly but professional. Orders were never questioned, just simply obeyed. Junior sailors entered and departed compartments with respectful bows. Courtesy was shown to Americans and Japanese at every echelon.

In spite of the rigid discipline, the morale of the crew was noticeably high. "Life in the Japanese navy is very good," explained Personnelman Third Class Koyama Masanobu. "I must serve two years more, but then I think I will stay in the navy."

Masanobu operates the modest ship's store in addition to caring for the crew's personnel records. American sailors pur-



*Dinner is ready in the JDF Shirane CPO Mess. The entree is breaded fried pork with noodles, pickled octopus and vegetables. Photo by JOC Kent Hansen.*

# Personnel Exchange

chase candy bars and cookies in the ship's store, but the big sellers with the Japanese are a sort of fish jerky, rice crackers and dried cuttlefish. Two soft drink coolers offered beverages ranging from a cool coffee soda to a carbonated yogurt drink, plus a popular American cola.

Perhaps the greatest contributors to good morale were the two onboard hot tubs. Even the most irritable found it difficult to remain tense while soaking in the hot,

*A typical after-supper scene in one of JDF Shirane's berthing areas where the crewmen can read, play cards, swap sea stories or just relax. Photo by JOC Kent Hansen.*

neck-deep water.

Life aboard a Japanese ship, compared to life aboard a U.S. ship, is not without its hardships, however. On an entire cruise (which in some cases lasts up to six months), the Japanese crew receives no mail, nor do they expect any. Their library is limited to fewer than 200 books, and a three-ship escort division carries only 15 movies. A dozen or so videotapes from Japanese television comprised their total recreation facilities. Supplemental leisure activities include games of cards or jogging in place.

Through it all, the Japanese sailors re-

main cheerful. They have accepted their mode of life without complaint. Almost every bulkhead showed evidence of interaction with the American Navy: a ship's ball cap, a plaque or photos of American and Japanese sailors arm in arm.

Although the Americans were aboard to observe the Japanese, the Japanese hosts were also honestly interested in Americans. "I can learn about what you do from books," said Chief Gunner's Mate Yasuaki Murata, "but when I talk to you, I learn about your heart."

—Story by JOC Kent Hansen  
USS Coral Sea (CV 43)





# The Long Way Around

At one time, Christopher Rice couldn't get an appointment to the U.S. Naval Academy at Annapolis, Md. But he didn't let a little thing like that stop him. Today he represents 4,500 midshipmen in his position as deputy brigade commander at the Naval Academy—the academy's second highest midshipman leadership position.

Rice graduated from high school in 1975 but didn't enter Annapolis right away. "I was qualified," he said, "but because the competition was so strong, I was unable to get an appointment."

After spending a year at the University of Maryland, Rice enlisted in the Navy. He went through boot camp in Great Lakes, Ill., and studied to be an aviation structural mechanic at Memphis, Tenn. From there, he was assigned to Naval Air Station, Cubi Point, Republic of the Philippines.

While working on jet aircraft in the Philippines, Rice never lost sight of his goal to attend the U.S. Naval Academy. In an effort to attain that goal, he applied and was accepted to the U.S. Naval Academy Preparatory School in Newport, R.I.

Once at the prep school, he was selected as battalion commander, the highest leadership position that could be attained. "I led by example," he said, "trying to gain the respect of people who looked on me as an equal."

Rice said his previous Navy experience helped him later at the Naval Academy. "It was hard at first because I was older than the first classmen (seniors) who were responsible for our military training," he said. "But because of my experience, I knew what to expect and could see past the bad times to a better future."

While at the academy, Rice has seen some of that "better future." He spent a summer in a trans-Atlantic sailing

race from Boston to Norway as a member of the academy's varsity sailing team. As a watch captain aboard the 98-foot *Astral*, he was responsible for the crew on deck during his watch. While aboard, he experienced three major storms with winds up to 80 mph.

"It was a valuable leadership experience because I got a taste of what it's like to be responsible for a vessel," he said. "Many things can go wrong; you have to be able to react quickly. I had been through hurricanes and tornadoes, but going over 60-foot waves really brought home the power of the sea."

An aerospace engineering major, he had a head start on most of his classmates because he already knew the basic principles of flight and the major aircraft components. But still he found the academic program challenging.

"I was getting so bogged down, I didn't think I would ever get through the academy, but I learned to budget

my time and not worry about things that were coming up," he said. As a result of his efforts, he has consistently made the dean's list for academic excellence.

Like most engineering majors, Rice is working on an aircraft-design project during his senior year. "The project tests our ability to draw on what we've learned," he said. "We have to depend on that and what we can discover through independent study and research."

When Rice graduates this month, he hopes to go on to Navy flight school at Pensacola, Fla. He's taken the long way around to get where he is, but he's not complaining. "You've got to take advantage of all the opportunities and give it your best," he said.

*Editor's Note—This story got crowded out of last month's issue but Rice's struggle to succeed is too important a story not to see print. Commissioned last month he'll begin flight training in July.*



*As deputy brigade commander, Christopher Rice has the second highest midshipman leadership position at the U.S. Naval Academy. Naval Academy photo.*



# Solving Problems

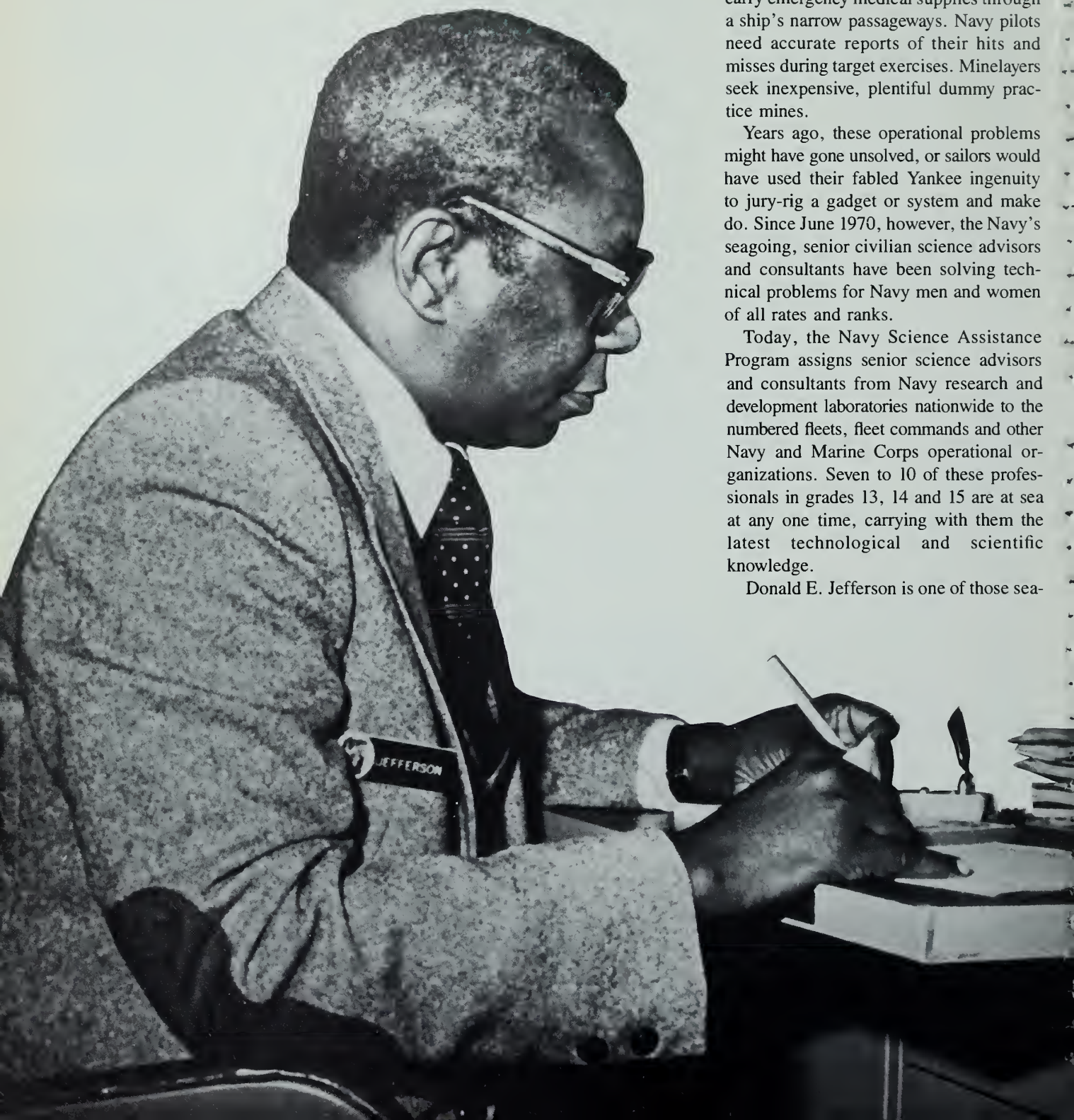
## Navy Civilian

A Navy corpsman finds it difficult to carry emergency medical supplies through a ship's narrow passageways. Navy pilots need accurate reports of their hits and misses during target exercises. Minelayers seek inexpensive, plentiful dummy practice mines.

Years ago, these operational problems might have gone unsolved, or sailors would have used their fabled Yankee ingenuity to jury-rig a gadget or system and make do. Since June 1970, however, the Navy's seagoing, senior civilian science advisors and consultants have been solving technical problems for Navy men and women of all rates and ranks.

Today, the Navy Science Assistance Program assigns senior science advisors and consultants from Navy research and development laboratories nationwide to the numbered fleets, fleet commands and other Navy and Marine Corps operational organizations. Seven to 10 of these professionals in grades 13, 14 and 15 are at sea at any one time, carrying with them the latest technological and scientific knowledge.

Donald E. Jefferson is one of those sea-





# Scientists Go to Sea

going senior science advisors. He works at the Naval Surface Weapons Center's White Oak Laboratory in Silver Spring, Md., near the nation's capital, but has been assigned to the Commander, Second Fleet in Norfolk, Va. In a moment, we'll join Jefferson aboard USS *Mount Whitney* (LCC 20), the Second Fleet flagship, but first let's look at those problems mentioned earlier.

The corpsman in our example asked that his life jacket be modified to carry medical supplies. The Naval Ocean Systems Center in San Diego, recommended a special flotation device with pockets for a corpsman's equipment.

Naval aviators who missed targets didn't know how far off the mark they were. So, scientists developed a floating disposable target with transponders in the air and water. Distance from a miss to the target is measured by computing the time it takes a projectile's sound to travel between the transponders. Now aviators have the floating automatic scoring target or FAST system.

Dummy mines are rare and expensive. Civilian experts "saved a lot of money," an NSAP official said, by using Mark 82 and Mark 83 bomb cases, nose plates and parachutes to make inexpensive dummies simulating mine-laying trajectories.

The Navy Science Assistance Program began during the Vietnam War when civilian scientists were sent to Southeast Asia to make on-the-spot modifications to equipment. The project, known as the Vietnam Laboratory Assistance Program, worked well. The Naval Material Command, with ultimate responsibility for the program, made the concept permanent in December 1981.

Technological development normally takes eight to 10 years from problem iden-

tification to a suggested solution. NSAP people recommend feasible, practical solutions to fleet operational problems within six months to a year, according to John F. Harris, the program's deputy director. The program handles more than 60 projects a year on a budget of about \$6 million, he said.

Today, about 16 science advisors and consultants are part of a team in addition to the program director, his deputy, a small staff in the White Oak offices and coordinators at each of the Navy's 12 laboratories nationwide. The Navy has pioneered in short-term managerial and technological response to operational problems, thanks to science advisors like Don Jefferson.

Jefferson originally planned a one-year tour with the Second Fleet but extended for another year because, he explained, "I couldn't absorb it all in one year. I've been in Navy labs since 1951 and had some fleet

interactions, but never on a very intense scale. This has been a fantastic, tremendous learning experience."

Jefferson has extensive experience in mine warfare but is involved with all phases of naval activity. "My charter, so to speak, is to deploy to all warfare areas and take part in all activities. All warfare areas come together here in the Second Fleet. I'm learning about air, surface, submarine and mine warfare, and I see how they're integrated. I look for problems the fleet thinks can be solved in the lab. My door is always open to staff members with problems. I can also propose NSAP projects for problems that can be solved in a comparatively short period and within limited dollar amounts."

Jefferson learned his assignment requires more than mere scientific expertise. "A science advisor needs reasonable interpersonal skills in addition to knowledge and a broad scientific background. You



*Donald E. Jefferson at work in his stateroom (left) on board the Second Fleet flagship, USS Mount Whitney (LCC 20) and with Vice Admiral James A. Lyons Jr. (right), Commander, Second Fleet.*

# Solving Problems

*Seagoing science advisor Donald E. Jefferson and his ship, USS Mount Whitney.*

have to be willing to translate almost two languages—military as well as research and development. I'm learning the military language. It's a lot easier to translate military needs into a lab job if you understand the basic problem.

"I don't mean to imply that military people speak a language scientists can't understand. But some special jargon can lead to occasional misunderstandings. I'm particularly alert to this and try to avoid misunderstandings."

Jefferson brings a sophisticated academic background and extensive practical experience in civilian and Navy assignments to his shipboard duties. He holds undergraduate and graduate degrees in physics with a minor in electronics and has completed work for a doctorate in oceanography.

"In 1951, I went into what was then the Naval Ordnance Lab and specialized in electronic circuit design and analysis. Down the pike, I looked at environmental interactions and got training in oceanography. When I finished that, I started on problems requiring operations research and then got involved in computer science. There are no college courses involved in mine warfare, and I'm basically self-taught in that field," he said.

Jefferson has earned a large number of awards and letters of appreciation and commendation during 30 years in civil service. He also has obtained patents on several inventions.

Jefferson was at a turning point in his career when he heard of the science assistance program about two years ago. "Sometimes you feel as if you're butting up against a stone wall; that there must be some other way to do your job. I'd been finding ways around the system for many years. This time I asked, 'Wait, stop, see if there are other ways; what else is available?'"

"When the science advisor idea came up, I didn't have a full understanding of the services the program provided," Jefferson explained.

He talked with colleagues who had served as seagoing science advisors, and their enthusiasm for the program helped



Jefferson crystallize his thinking. "I began to see the program's value and thought I'd take a shot at it and try to make a contribution.

"Science advisor billets are unique in the civilian/military structure," Jefferson explained. "There's a highly competitive, two-stage selection process in each lab and among all Navy labs. Lab selections are recommended to the various operational commands, and they have a chance to see if you fill their needs and to accept you or not. After that hurdle, there's an intensive, month-long training and indoctrination program. The result has been one of the most rewarding experiences of my career."

Variety, access to Vice Admiral James A. Lyons Jr., commander, Second Fleet, and the ability to tap the rich scientific and technological resources in the Norfolk, Va., area help make Jefferson's job exciting and rewarding.

"My discussions with Admiral Lyons" Jefferson said, "are usually about priorities." He may ask what the labs are doing

to solve a particular problem. I check with the NSAP coordinators at the Navy labs to learn their capabilities and I attend briefings.

"I'm also aboard to establish rapport between the research and development community and the fleet. I try to learn about and understand fleet problems, what has and hasn't worked and why. Then I explain how the labs can help. The labs are anxious to help and need to test concepts under operating conditions. We eliminate duplication."

Jefferson has initiated several NSAP projects since he's been with the Second Fleet. One exemplifies the use of scientific know-how to solve a seemingly simple, nagging problem. Old, worn-out ships are commonly used as targets, but they need some equipment on board to make them appear alive.

"The staff uses a set procedure to request equipment for the target ships," Jefferson explained. "It's time consuming and a pain-in-the-neck, and the personal con-



tacts that make it work must be re-established every time someone ships out. I requested stockpiling a modular package which includes various types of electro-mechanical emitters. The staff will be able to request the equipment it needs. The new system will save considerable time, provide continuity of acquisition and allow standardization."

Jefferson also helped the Second Fleet automate its ships' scheduling. Now, with push-button ease, planners can determine where and when ships are deployed and what they're doing. Admiral Lyons gave Jefferson a meritorious civilian award for his work on this project.

Jefferson is one of a small group of Navy civilians who know what it means to go to sea for many weeks. Despite the problems and hard work, he finds it adventurous.

"Getting under way is exciting," he said. "Once, I was at sea 30 days before the first port call. I thought it would be pretty dull, but there were so many things going on, I didn't have time to be bored.

"Living and working at sea was an excellent way to get to know people. I talked and worked with the sailors in the combat information center, for example. They knew I was available, that I wanted to know their problems and their ideas. I

didn't limit my acquisition of information to any particular rank. I had good rapport up and down the line and got a lot of good information that first cruise."

Jefferson admitted, however, that some situations required finesse and understanding. He explained, "I told one chief petty officer that one of my tasks was to look at the problem he was having with a system to see what I could do to solve it. The chief said the main problem was that 'too damn many people are trying to solve the problem. If you'd just get out of our hair and let us do it. . . ."

"I told the chief if he could convince me he could solve the problem, I'd spend time keeping people out of his hair. He explained all of his problems and the solutions he had worked out for some of them. The chief was on target—he knew what he was doing," Jefferson said.

Jefferson also found himself relating to officers much differently than he had as a lab scientist. "I felt uneasy about socializing with officers when this assignment started. I'd not done so before. It turns out when you get a bunch of officers together, they relax. A lot of important suggestions and ideas come out in casual conversation," the scientist said.

Sailing with the Second Fleet hasn't been all work. Jefferson has had liberty

in many Caribbean and European ports. While in Naples, Italy, he met with the Sixth Fleet's science advisor.

Jefferson, like his military colleagues, has to cope with leaving his family to go to sea. His comments will have a familiar ring to sailors. "My wife and I thought it would be better for her to be at home in Silver Spring, Md., rather than in Norfolk when I went to sea. She works, too, and we didn't want her to give up her job. We visit when I'm in Norfolk, and she meets me at some of the ports of call.

"My wife has developed great relationships with some of the other wives. They meet the ship when it ties up. There are enough pluses to make up for the negatives of being separated."

Don Jefferson has learned a lot by going to sea. "I've developed rapport with Navy military people. I can ask questions about technical problems. I've learned the value of discussing problems with the people involved and not making unilateral decisions."

Soon Jefferson will leave Second Fleet for a new assignment. He's looking forward to using the knowledge and insight gained as a seagoing science advisor to help the fleet from his laboratory ashore.

*By Kenneth J. Rabben and JOC Jim Giusti*

## NSAP Success Stories

The Navy Science Assistance Program provides practical solutions to about 60 short-term fleet problems annually through its civilian science advisors and Navy laboratories.

Here are some success stories:

Science advisors examining Marine Corps vehicles aboard prepositioned ships at Diego Garcia discovered brake fluid in the stored vehicles was breaking down. They improved the fluid before more damage was done.

The Air/Surface Coordination Office

Mediterranean was having a difficult time manually arranging the movement of people, equipment and material by ship and aircraft. The problems were similar to those faced by major airlines. Science advisors and a supporting engineer designed a computerized, distributed command and control scheduling system. It's now saving time and money for the Sixth Fleet facility.

The reading ability of many Navy recruits is substandard, according to Navy education specialists. A human factors specialist from a Navy lab will try to help recruits at a Dam Neck "A" school this year with a computer-assisted reading instruction program.

The Marine Corps used to mark its night bombing test ranges by putting jeeps at appropriate spots along the ranges with

their headlights lit. NSAP people developed an inexpensive solar-powered, high-intensity light to mark the range permanently.

Another Marine Corps project involved designing a portable rack to hold dragon rounds in jeep trailers more securely for travel over rough terrain. The dragon is a bazooka-like guided projectile.

Not too long ago, Navy pilots needed a device to simulate surface-to-air missile attacks on their aircraft. Science advisors and lab people came up with "Smokey Sam," a dummy cardboard and Styrofoam projectile 18 inches high and 2 inches in diameter. The projectile emits a SAM's characteristic ground cloud and in-flight smoke plume. It does no damage to an aircraft.







'Old Ironsides'

# The Spirit of USS Constitution

Story by JO1 Glenna Houston

Photos by PH2 Tibor Zoller

PA Center, Norfolk, Va.



A loud crack breaks the silence of the night.

The watch aboard the 184-year-old USS *Constitution* hurries from below decks to the spar deck, where the sound seemed to come from. He finds no damage.

The next morning he reads a historical note in the plan of the day. On that date, in the 19th century, the mizzenmast had been snapped by lightning.

"At night when the tourists are gone and it's quiet, the ship belongs to the men who lived, fought and died on her," Yeoman First Class Daniel G. Merrill said. "I've never seen a ghost, but I've definitely heard some strange sounds. Other crewmen have seen some strange things on board.

"But I think the spirits of these early men like what they see. We've kept her in good shape," he added.

Commander Herman O. Sudholz, *Constitution's* commanding officer, said he learned of the ghosts a few months after he had taken command in September 1980.

"I've heard stories of boatswain's pipes being played at night, and some people have had 'visions' or seen images," he said. "But like all wooden ships, *Constitution* makes a lot of noises, because the joints aren't tight.

*Opposite page: SA Joseph Egendorf at the helm.  
Left: As many as 6,000 people a day board USS  
Constitution, at the Boston National Historical  
Park, Charlestown, Mass.*



# 'Old Ironsides'

The rigging and the water also add to the sounds.

"As part of an energy conservation measure, I suggested that we turn off half the lights at night after the ship had been cleaned up. I was told flat out that there was no way I was going to keep a duty section on board if I turned the lights out."

Boatswain's Mate Third Class Brett W. Shugar spotted an animal on board one night. He saw its tail disappear around a doorway and chased it, but he could find no trace of the visitor. Later that night, he and another man saw a white-faced monkey disappear through a hatch. They searched the ship and couldn't find it.

Then Shugar, a ship's historian, did some research at the nearby Constitution Museum. He found that Captain Charles Stewart, *Constitution's* com-

manding officer from July 1813 to July 1815, had a white-faced monkey as a ship's mascot.

"One mess management specialist dreamed that a man fell and broke his

leg," Sudholz said. "He came in the next morning and asked if anyone had been hurt. We checked the historical section in our plan of the day and found that 100 years ago on that date a



*Constitution's stern (right). A look at the rigging on the spar deck (below) gives an idea of the coordination once needed to work the ship's sails and yards.*







*Above: SA Douglas Caudill describes features of the spar deck. Upper right: Wearing a War of 1812 lieutenant's uniform Constitution's executive officer, Lt. Shan Delmar, stands on the quarter-deck. SN Douglas Lareau mans the helm. Left: The Constitution Museum entrance on the grounds of Boston National Historical Park.*

man fell in the cockpit and broke his hip. The cook hadn't read the plan of the day, and no one had mentioned the incident to him.

"Then one night an ex-Marine in the crew saw a figure in a red cape on the deck. It wasn't until after he told me about it that I found there was a time when Marines on board wore red capes.

"They say the night of my change of command none of the watch section slept. The ship was full of noises. Doors that had been locked were found open, and some that had been opened were found closed," Sudholz added.

"Sometimes I have a weird feeling on the spar deck," Seaman Kevin J.

Gibson said. "Twice I think I've seen a figure sitting on the bowsprit. Other men have said they've seen figures in the fighting tops."

Boatswain's Mate First Class Benjamin J. Dellucci also claims to have seen the monkey. "I've also seen officers in the captain's cabin and an old man walking the deck at night."

"I'm not going to try to explain it," the captain said. "I don't think I would ever scoff at the stories. I feel ships have a spirit, a life. And I've never been on any other ship where there's such a strength of identification. Crew members never say 'they' when they talk about the ship while conducting a tour. They say 'we did this.' They feel they're still part of the same crew that was here 184 years ago."

The ship's present crew of 41 enlisted men and two officers has the normal responsibilities of a ship's company including administration, supply, maintenance of the spaces where they live and preservation of the *Constitution* itself. They also stand watch, keeping the ship secure and safe. Each man is trained in damage control and fire fighting.

But the most visible part of their job is meeting the public. As many as 6,000



# 'Old Ironsides'

people a day visit the *Constitution*, the oldest commissioned warship afloat. It is homeported at the Boston National Historical Park, the former Boston Navy Yard, in Charlestown, Mass.

"We make it a point to present the ship not only in a historical fashion but also as a U.S. Navy ship," executive officer Lieutenant Shan R. Delmar said.

The crewmen wear uniforms that might have been worn by a captain's gig crew in the early 1800s—red and white striped shirts, white trousers and black flat-topped, brimmed hats with ribbons.

"Based on what we've been able to find in letters and logs, we're trying to be authentic with the uniforms," Sudholz said. "We've redesigned the jacket to be closer to what was probably worn in 1812.

"Actually, in 1812 the sailors wore 'slops' (inexpensive clothing) that the purser bought ashore. Their hats were generally made of canvas coated with tar, and they didn't wear shoes. They made rain slickers out of canvas and also coated them with tar.

"Tar was plentiful aboard ship because all the hemp lines were coated with it. When it was hot, the tar would drip down on the clothing. At best, the uniforms were sloppy, and I'm con-

vinced that's where the phrase 'don't look sloppy' comes from—in other words, don't wear your slops.

"I couldn't put my crew into that type of garb and present a uniform naval appearance. The public expects a clean-cut, squared-away sailor."

Every man in the crew has to learn about the masts and rigging and know what the various decks were used for. He must learn the ship's history from its keel laying to the present, know how and why it was built, and be able to explain the purpose of each artifact on board.

"The people who come aboard are always interested in how the sailors lived," said Storekeeper Second Class Denis J. Thibodeau.

"In 1812, an ordinary seaman earned \$10 a month. He shared berthing spaces with more than 400 other men. He slept in a hammock that was shared by at least one other person—one man would sleep while the other had watch. Everything he owned was hung in a sea bag beside his hammock."

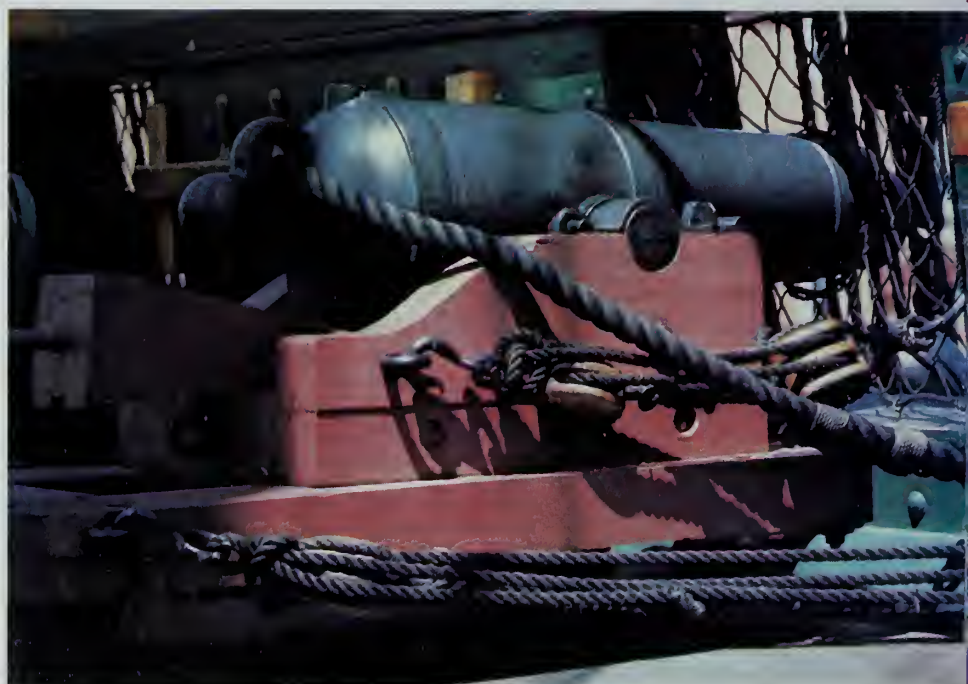
Mess Management Specialist Second

Class Charles T. Christie said the food served to the crew in the 1800s was pretty bad.

"Back then the cook seemed to boil everything," he said. "They ate mostly hardtack, a kind of dry bread, and soup made from salted meat and dried vegetables. Officers ate the same food



*Interesting sights on board Constitution include a detail of a woodcarving atop the brow, the ship's bell and the 32-pounders on the spar deck. Designed in Carron, Scotland, these guns had a range of about 400 yards. Each gun required a crew of four to nine men.*





that the enlisted men ate, but they added their own spices.”

Besides preparing food, the cook also gave the crew haircuts, performed minor surgery and pulled teeth.

Medical care for the crew in the 19th century was quite primitive. The most common surgery was amputation, which normally took less than five minutes.

Many of the crewmen say the ship’s “grog tub” is their favorite artifact on board.

“The grog tub is the barrel where the

men got their daily half pint ration of grog, a mixture of rum and water,” Seaman Douglas L. Lareau said. “They used to get straight 198-proof rum, but they’d hoard it down in the bilges until they felt like a good binge.

“The British had the same problem with their sailors until Admiral Edward Vernon came up with a solution in 1740. He found that if the rum was mixed with water it soured in a few hours, so the men had to drink it right away. Vernon always wore a program cloak—program is a coarse silk mate-

rial—and he was called ‘Old Grog.’ Thus, his mixture of rum and water was called ‘grog.’ ”

Fireman Apprentice William R. Concannon said his favorite part of the tour is sick bay.

“It was all the way forward on the berthing deck, so it was the worst ride of the whole ship,” he said. “Most men didn’t want to be there because their names would go on the binnacle list, and they wouldn’t get their ration of rum.

“When a crewman died, his body was sewed into a spare hammock weighted with a few cannon shots, and he was buried at sea. Supposedly, a number of men deserted the ship by faking death. They’d cut their way out of the hammock after being thrown overboard and swim to shore. To prevent any crewman from faking death, they came up with the ‘snitch stitch.’ The last stitch in the hammock went through the man’s nose.”

Built in Boston, *Constitution* was launched in October 1797. President Thomas Jefferson chose Joshua Humphreys, a Philadelphia Quaker and technical genius who exerted a tremen-



*Whether the view is the ship’s stern or cathead, USS Constitution is a wondrous sight, one well worth the trip to Charlestown.*





# 'Old Ironsides'

dous influence on the American Navy, to design it.

Costing \$302,718, the *Constitution* was as expensive in real terms to the nation's economy then as an aircraft carrier is today.

The ship was designed as a 44-gun frigate, although it carried as many as 55 cannon. It was strong enough to defeat an enemy of equal size and fast enough to outrun a larger vessel. It carried almost an acre of flax sail on its three masts and with a good wind could sail at 15 knots.

The *Constitution* served in about 43 combat engagements against the French, the Barbary pirates and later against the British in the War of 1812. It never lost a battle, never was boarded by the enemy and never had a cannonball go through its sides.

The British were responsible for giving the ship its nickname, "Old Ironsides." In battle with the 49-gun frigate HMS *Guerriere* in 1812, shots were seen to bounce off the *Constitution's* outside planking. One British sailor shouted, "Huzzah! Her sides are made of iron."

*Crewmen on USS Constitution are responsible for preserving the ship. SA Timothy Pierce (below) and other crewmen do their bit by scraping paint.*

The *Constitution* more often came closer to destruction at the hands of its own nation than it ever did in battle. In 1830 it was reported unseaworthy and condemned to be broken up. A poem by Oliver Wendell Holmes, "Old Ironsides," aroused public feeling and the ship was rebuilt.

It was partially restored again in 1905 as a result of popular sentiment but was not completely restored until the 1920s. Funds raised largely by schoolchildren were matched by federal money.

From 1931 to 1934, the *Constitution* was towed 22,000 miles, pulled into 90 ports around the country, and hosted 4.5 million visitors. Since 1934, "Old Ironsides" has made its home in Charlestown, directly across Boston Harbor from the shipyard where it was built. As many as 750,000 people a year walk the wooden decks.

"I think the American public has a right to see the *Constitution*," the captain said. "She's their ship. She was more than once saved by the American public when the government would have gotten rid of her. She belongs to the public. They paid for her originally, and their tax dollars support her. She's a bargain—a 184-year-old ship which essentially turned the tide of the War of

1812, our second war of independence.

"We've had many requests to tow her again, but I don't think the Navy would ever give it serious consideration. Ships have been known to break a tow. They just wouldn't put her in a potentially hazardous situation.

"I only wish I was able to do what the 19th century captains were able to do—take her to sea. But it would just be too dangerous. People don't realize that sailing ships didn't leave port—sometimes for days, even though they were scheduled to—because of unfavorable winds and tides.

"A great many sailing ships were wrecked because they got into a bind of adverse tides, currents and winds. There was nothing even the most able mariner could do to prevent it."

*Constitution* is taken from its pier once a year on July 4 during its annual "turnaround" cruise. Tugs move it into Boston Harbor where it fires a 21-gun salute to the nation. It is returned to its berth facing the opposite way so it will weather evenly.

"The biggest problem in preserving a wooden ship is rot," the captain said. "Saltwater preserves wood, but it's a never-ending problem to keep freshwater, which causes rot, out of the wood. Once rot starts, it spreads like cancer. We impregnate the wood with preservatives before we put it into the ship, which helps a lot, and she does have salt packed between her frames so that any freshwater that seeps in is turned into salt water. The 8 to 10 percent of the ship that's original is all below the waterline."

According to Dellucci, preserving the outside surface of the *Constitution* is painstaking.

"We have to be careful to remove paint without damaging the surface of the wood," he said. "There's a lot of self-satisfaction in knowing I'm responsible for taking care of something that can't have a price tag.

"I think visiting the *Constitution* gives people a chance to experience the past. I see a lot of people daydreaming when they come here. If they're like me, they are imagining what it would have been like to sail on her."





# Captain Isaac Hull Collection

The USS Constitution Museum at the Charlestown Navy Yard in Boston, Mass., opened a major new exhibit in May built around a collection of artifacts that belonged to Captain Isaac Hull. As commander of USS *Constitution*, Hull met and defeated the British frigate *Guerriere* in the early days of the War of 1812.

"It's my opinion that the less said about a brilliant act, the better," Isaac Hull wrote to the Secretary of the Navy in September 1812 following his victory. His triumph was the talk of two continents, the subject of countless songs, plays, poems and broadsides.

Congress voted Hull a gold medal and his officers silver ones. Captain and crew were instant celebrities, basking in national pride. In terms of national adulation, he was the astronaut or Lindbergh of his day.

Today, Isaac Hull, who with one masterstroke ended the age-old British domination of the seas, is largely forgotten. Through this exhibition of his personal effects, the USS Constitution Museum hopes to restore Isaac Hull to his rightful status as a genuine American hero and tell the story of Hull as devoted custodian of a large and unruly family and his career as a naval officer.

The impetus for his exhibit came from a curator's dream-come-true: a phone call from Mrs. Roger C. Elliot, Hull's great-great grandniece (Hull had no children of his own). "I have a number of things that belonged to Isaac Hull. Perhaps the museum would be interested. . . ."

The "number of things" include many of the treasures showered on Hull by a grateful nation: a six-piece gold-on-silver tea service, a 30-inch silver urn, a set of gold-edged dueling pistols, his gold medal, the medal of

the Society of the Cincinnati, a gold-and-steel presentation sword made by Nathan Starr. Personal items include: his pocket watch, snuff box, family seals, eyeglasses and case, logs, reams of correspondence and his portrait painted by Gilbert Stuart.

In all, the collection comprises more than 40 three-dimensional objects and more than 350 pieces of archival material. Additional items for the exhibition are on loan from the Wadsworth Atheneum in Hartford and the New Haven Colony Historical Society.

Opened in 1976, the USS Constitution Museum has as its purpose the preservation and interpretation of America's oldest commissioned ship, USS *Constitution*. It is the nation's only museum devoted solely to "Old Ironsides" and the American sailing Navy.

—By Leslie Anderson,  
USS Constitution Museum

"Isaac Hull," oil on canvas by Gilbert Stuart, 1807. From the Mrs. Roger C. Elliot collection, now at the USS Constitution Museum.



'Old Ironsides'

# The Dirty





# Dozen

The "Dirty Dozen" (plus two) are a group of artisans dedicated to the preservation of USS *Constitution*, our oldest commissioned warship.

When the Boston Naval Shipyard closed in 1973, a study was made to determine the best way to preserve the ship known as "Old Ironsides," and the Portsmouth Naval Shipyard was designated to complete the overhaul. Soon after, 12 men were chosen to work on the preservation. Two were later added to the group. Officially known as the Maintenance and Repair Facility, National Historical Park in Charlestown, Mass., the group also was called "the Dirty Dozen."

The language used by this dedicated

*Left: Gerald McCarthy of the USS Constitution Maintenance and Repair Facility keeps an eye on the ship's main yardarm as it is raised to its resting place after overhaul. Below: Dan Scully brazes a bandsaw blade used to help restore Old Ironsides.*



*Gerald McCarthy (left) and Clarence Gaudet are maneuvered into place by a crane before raising the ship's main yardarm.*



group is unique—carlings, scarphs, scantlings, cant frames and breast hooks are terms that only an 18th century sailor would fully understand. The equipment used is also special: adzes, slicing chisels and horsing irons.

The craftsmen themselves have made many of their jigs and tools. The job of maintaining a circa 1797 warship requires extraordinary skills. This small group possesses those skills and more; each man can and does assist with all of the various trades employed.

The Dirty Dozen are knee-deep in pride for the *Constitution*. It shows in their work, in their conversation and in their willingness to share their experience and expertise with the warship's present-day crew.

Their relationship to *Old Ironsides* is so special that Commander Herman O. Sudholz, *Constitution's* commanding officer, dedicated the ship's 1982 Turn-around Cruise souvenir book to the "small group of highly skilled artisans which is made up of civilian shipwrights, riggers, woodcraftsmen and equipment operators. They are truly USS *Constitution's* other crew. Were it not for their abilities and skills, this cruise today would not be possible."

—Story by JO2 Estelle Noah  
—Photos by JO2 James P. Woodworth,  
NavInfo, Boston



# Capodanno's Gunners go to Work

Maneuvering among pleasure boats and commercial vessels as it cruised through the Chesapeake Bay, the frigate USS *Capodanno* (FF 1093) looked like a waterborne Gulliver in a sea of aquatic Lilliputians. But the smaller vessels kept a wary distance as the frigate cruised away from heavily traveled sea lanes toward its target area.

In *Capodanno*, at various nerve centers, fire control technicians and gunner's mates checked and adjusted equipment that would soon deliver a pounding to the marshland of Bloodsworth Island. Located north of where the Potomac River flows into the Chesapeake Bay, Bloodsworth Island is an uninhabited, government-owned island used as a practice range for naval gunfire support training and other gunnery exercises.

Chief Fire Control Technician (Guns) Bob Nelson strapped on sound powered phones and scanned a pattern of computer monitor lights before him.

"Shouldn't be long now," he said as the movement of the ship's 5-inch/54-caliber guns sent a low rumble through the gunfire plotting room.

Nelson and five other fire control technicians lit off their computers and radar consoles as Chief Gunner's Mate John Horan completed the last prefire check on the Mark 42 rapid-fire gun mount two decks above. Gun and fire control system checks determined whether the vast network of electronic circuits and hardware was ready and ensured mechanical as well as personnel safety throughout the gunfire exercises.

Meanwhile, spotters on the beach called in fire-target information which



the ship's combat information center deciphered into target coordinates. That information was relayed to the fire control computers as ammunition was moved into gun mount loader drums and readied for firing.

"Once CIC has relayed the gunfire coordinates to us," Nelson said, "we load the information into our fire control computers. The gun mount is then placed in the remote and we're ready for our firing mission."

Although modern technology plays an important part in naval gunfire support aboard most surface ships today, much still depends on the human elements of timing, accuracy and teamwork.

Once the order to stand by for firing is given, *Capodanno* gunner's mates in

the magazine, carrier room and gun mount move through a closely coordinated scenario.

The mount captain monitors the electronic transfer of ammunition into the gun-loading system as ammunition is automatically shifted from the ammunition room to the carrier room. In the gun house, the gun captain doubles as the mount safety observer and monitors the upper gun-loading system. A one-man control (OMC), also located in the gun house, verifies the gun's firing direction through a sight telescope.

Like other exercises involving teamwork, there are variations to the procedures in naval gunfire support. For example, when the ship's target can be visually sighted, the OMC serves as the firing monitor. However, during in-



direct control shoots, spotters located on the beach or near the target verify the aim.

"This ship was designed with a secondary mission of gunfire support," Horan said, "so the NGFS exercises we conduct are important training tools."

Although gunfire support training is incorporated into the daily duties of gunner's mates and fire control technicians, an actual gun shoot involves the ship's entire crew.

"All Navy ships capable of providing NGFS must successfully complete five basic gunfire exercises every 18 months," said Horan. "Those exercises include conducting direct and in-

direct firing missions, both at high speed and from a stationary position, as well as night illumination firings."

Although Atlantic and Pacific fleet surface ships with NGFS capabilities maintain their NGFS qualifications while on deployment, they all are re-

quired to maintain high qualification levels before beginning a deployment.

Atlantic Fleet ships generally conduct their NGFS qualifications at either the island of Vieques—off the eastern coast of Puerto Rico—or Bloodsworth Island, while Pacific Fleet ships obtain their NGFS qualifications at California's San Clemente Island or at Kahoolawe, Hawaii.

During *Capodanno's* three days off Bloodsworth Island, more than 175 rounds of ammunition were fired as the ship successfully completed all the required gunnery exercises.

*Capodanno*, named after Chaplain (Lt.) Vincent Capodanno who was posthumously awarded the Medal of Honor for heroism in Vietnam, proved once again it was capable of living up to the nickname "the fighting father."

By JOC Lon Cabot



*Up to the minute coordination between controllers in Capodanno's fire control spaces and gun mounts helps make the ship's gunfire support exercises a success.*





# The Tragedy Hits Home

## THE PEACEMAKERS

Robert C. Ames  
Thomas R. Blacka  
Phyliss N. Faraci  
Terry Gilden  
Kenneth Eugene Haas  
Deborah M. Hixon  
Frank J. Johnson  
James Foley Lewis  
Monique Lewis

Staff Sergeant Ben H. Maxwell  
William R. McIntyre  
Corporal Robert V. McMaugh (USMC)  
Staff Sergeant Mark. E. Salazar (USA)  
William Richard Sheil  
Janet Lee Stevens (journalist)  
Sergeant First Class Richard Twine (USA)  
Albert N. Votaw

They gave their lives for their country.

A few were soldiers, one was a journalist—most were members of the diplomatic corps. When their bodies arrived at Andrews Air Force Base—five days after the terrorist bombing of the U.S. embassy in Beirut—the president and Mrs. Reagan led ceremonies honoring the victims.

Calling the victims “peacemakers,” President Reagan said, “They knew the road they traveled was hard and fraught with peril. They walked that road with cool professionalism and a deep sense of purpose. They knew firsthand how an afflicted mankind looks to us for help—with faith in our strength, our sense of justice and our decency.”

*Photos by JOC Lon Cabot*







"Let us here in their presence serve notice to the cowardly, skulking barbarians in the world that they will not have their way. Let us dedicate ourselves to the cause of those loved ones, the cause they served so nobly and for which they sacrificed their lives, a cause of peace on earth and justice for all mankind."

*—President Ronald Reagan, April 23, 1983,  
Andrews Air Force Base, Md.*

## What's in a Name?

The legacy of a veteran World War II submarine commander and the feats that distinguished him with three awards of the Navy Cross were recognized Jan. 29 with the commissioning of the fleet's newest guided missile frigate, USS *Underwood* (FFG 36). Named in honor of the late Captain Gordon Waite Underwood, it is the

only ship on the Navy's active list to be named for a former submarine commander.

A 1936 graduate of the Naval Academy, where he was presented a sword for athletic excellence, Underwood was credited with the sinking of 76,000 tons of enemy shipping during three patrols of the submarine USS *Spadefish* (SS 411) in the Western Pacific.

Earning a master's in marine engineering from MIT, Underwood later commanded the 81-man *Spadefish* on the submarine's first three deployments to the Pacific from July 1944 through July 1945.

*Spadefish's* history, drawn from patrol reports and recollections of its crew, describe an aggressive series of daring actions which earned Underwood three successive awards of the



Capt. Gordon Waite Underwood (left above) and with members of his crew (above) aboard USS *Spadefish* (SS 411) following a successful patrol in the Pacific.



Right: Cmdr. Andrew C. Beck II, commanding officer of the USS Underwood. Below: Commissioning ceremonies of USS Underwood. Photo by PH2 George L. Betz.



nation's second highest award for valor.

On the night of Nov. 17, 1944, off China in the Yellow Sea, *Spadefish* pressed home a bold surface attack on a convoy.

"The *Spadefish*'s first attack was on a large escort carrier. . . . Her decks were fully loaded with planes which burned furiously after four torpedoes of a six-torpedo salvo hit their mark. . . . While the escorts dropped depth charges on fish and phantoms, many hands came topside to watch the carrier burn and vanish."

The sinking of the 22,000-ton *Jinyo*

was followed by a second attack on the convoy after midnight. Radar-equipped escorts "commenced shooting 20mm, 40mm and 5-inch" weapons at the surfaced *Spadefish*.

"When finally their aim improved and

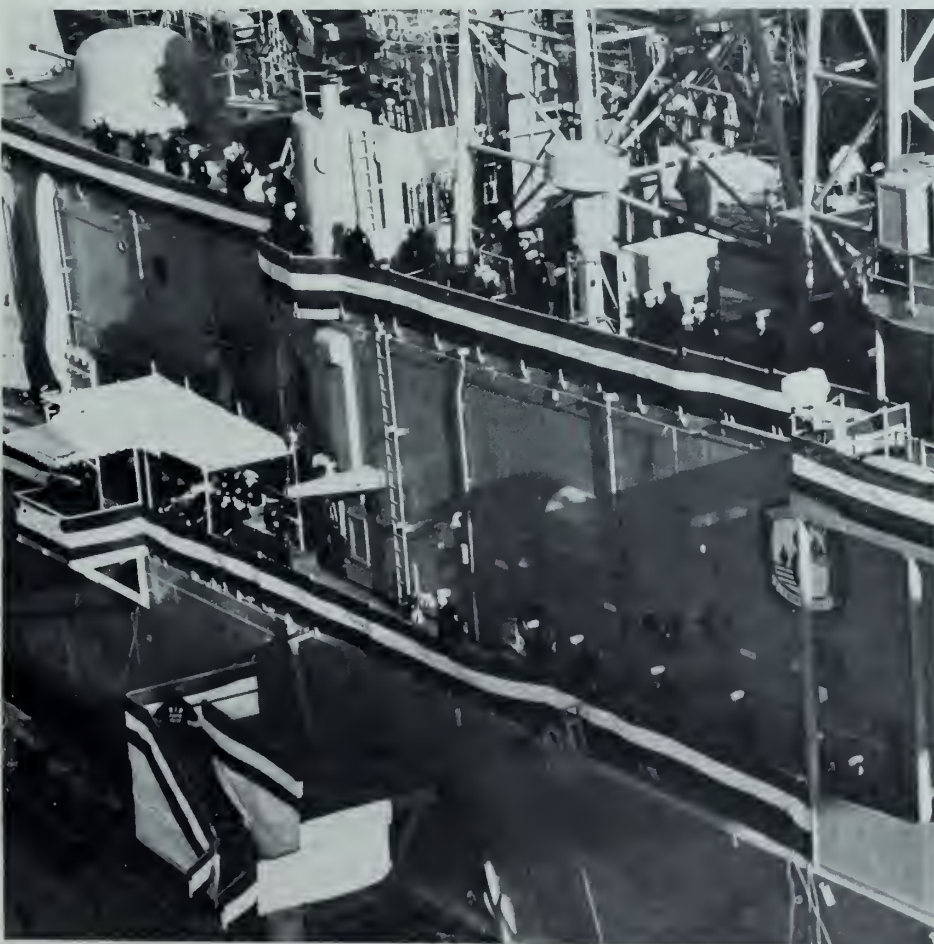
the shells started whining over the bridge, Captain Underwood ordered all hands below, remaining alone on the bridge to con the ship. He then turned the stern toward the approaching destroyers, fired a full salvo, and registered hits on Submarine Chaser No. 156. That one disappeared in a huge cloud of smoke. . . ."

*Spadefish* had scored her ninth kill; eventually 14 ships would be sent to the bottom by Underwood.

*Spadefish* completed its fourth and fifth patrols under another commanding officer and ended its career with a total of 27 ships—nearly 125,000 tons—sunk.

Following a series of shore assignments, Underwood, a New Yorker, retired from the Navy in 1962. He died in 1978, at age 67, after a stint as executive vice president of a manufacturing firm in California.

The ship bearing his name joins the more than two dozen *Perry*-class guided missile frigates now in commission.



# Bearings

## Count 'em—42

A plaque listing the names of all 42 graduates of the Navy's Officer Candi-

date School at Newport, R.I., who have achieved flag rank was unveiled recently on the quarterdeck of King Hall, the OCS dormitory.

## Sailors Brave Stormy Seas



Constructionman Recruits Robert L. Boyd and Charles E. Harris were sitting on a pier one day recently at Port Hueneme, Calif., when a woman sought their help for a man struggling in the water. Boyd and Harris raced down the pier and onto the beach where they scrambled out of their uniforms and dashed into the storm-driven waves.

Upon reaching the weakly struggling man, they pushed and pulled him through the waves to the shore. Almost exhausted themselves, they carried him up onto the beach where they were greeted by a crowd of people clapping and shouting encouragement. John Engberg of Oxnard, Calif., the man whose life they saved, was whisked away by medical people to a local hospital.

Commander J.R. Stark, command-

*UTCR Robert L. Boyd (left) and UTCA Charles E. Harris at the site where they saved a man's life.*

ing officer, Naval Construction Training Center, Port Hueneme, has recommended Boyd and Harris for the Navy and Marine Corps Medal.

On Feb. 23, the Port Hueneme Chamber of Commerce honored the two sailors at a breakfast where the chamber's president, Ms. Pat Pratt, presented them with certificates of appreciation. They also received congratulations from Port Hueneme's Chief of Police Robert A. Anderson and a letter of thanks from Engberg.

Asked if they would do it again if they had to, both Boyd and Harris answered in the affirmative.

—By JO2 John K. Wells  
NCTC Port Hueneme, Calif.

Rear Admiral Andrew A. Giordano, commander of the Naval Supply Systems Command, whose name is on the plaque, took part in the ceremony along with Commodore Thomas R.M. Emery, commander of the Naval Education and Training Center; Captain Robert L. Ceres, OCS director; and Operations Specialist Thomas J. Bembenek, who made the plaque.

Admiral Bobby R. Inman, now retired, is the only four-star admiral whose name is on the plaque. Admiral Inman, who was graduated in the fourth OCS class in March 1952, was recently deputy director of the Central Intelligence Agency.

The first name listed is that of Rear Admiral Fran McKee, who was graduated from the former Women's Officer School in Newport in December 1950. Rear Admiral William A. Armstrong is the first male listed, having graduated in the third OCS class in January 1952. OCS did not graduate its first co-educational class until Nov. 2, 1973.

Other flag officers whose names appear on the plaque are Rear Admirals Frank C. Collins Jr., Robert E. Morris, Clinton W. Taylor, James B. Reap, Raymond R. Couture, Peter R. Brown, Thomas S. Maddock, Sayre A. Swartztrauber, James T. Taylor, Henry J. Davis Jr., William J. Finneran, Paul R. Gates, Bruno A. Pomponio, Gerald C. Sullivan, William A. Cockell Jr., Conrad J. Rorie and Harold N. Wellman.

Also listed are the names of Rear Admirals John F. Addams, Richard J. Grich, John R. Grubb, Duncan P. McGillivray, Pauline M. Hartington, Joseph L. Flores, Paul W. Dillingham Jr., Howard H. Haynes, Joseph S. Sansone Jr., Richard C. Berry, Don H. McDowell, Thomas F. Brown III, John S. Jenkins, John H. Fetterman Jr., James J. McHugh, Richard M. Dunleavy, Ming E. Chang, Benjamin T. Hacker and Thomas E. Flynn, plus the names of Commodores David E. Jeremiah and Stewart A. Ring.



## VERITAS V

Seventy military and civilian NATO leaders met recently to discuss the increasing importance of the Mediterranean Basin to Western security. The meeting, called VERITAS V, was sponsored by Allied Forces Southern Europe in Naples, Italy.

In his closing remarks at the conference, Admiral William J. Crowe, com-



mander in chief Allied Forces Southern Europe, stated "If there is a single common theme that has woven itself through our discussions, it is that of the ever-increasing importance of the Mediterranean Basin, and the lands that bound it, to Western strategy."

*Gen. Frederick J. Kroesen, commander in chief of U.S. Army in Europe (right), with former Italian ambassador to Japan Carlo Perrone-Capano, one of the speakers at VERITAS V. Photo by MSgt. Bob Wickley, USAF.*

## NMCB 133 Awarded Peltier

Naval Mobile Construction Battalion 133 received the 1982 Peltier Award for its accomplishments as the most outstanding unit of the naval construction force. It was the second time in three years that the Kangaroo battalion has received the Society of American Military Engineers award.

During the six-month home port period in Gulfport, Miss., the battalion set Seabee center records in overall class attendance, disaster recovery training and exercises in rapid runway repair. They also earned the 1981-82 Construction Battalion Atlantic Fleet Marksmanship Trophy for qualifying 538 of 547 shooters.

Deploying to Europe in March, NMCB 133 hit the ground running. Twenty-seven projects were undertaken in Rota, Spain, and 24 were completed with no reworking necessary.

In praising their accomplishments, Rear Admiral William M. Zobel, commander, Naval Facilities Engineering Command and Chief of Civil Engineers called the battalion's upgrading and dedication of Camp Mitchell a "superb achievement."

He also added, "The men assigned to detachments in Sigonella, Italy; Nea Makri, Greece; Souda Bay, Crete; and Holy Loch, Scotland, demonstrated a zeal, pride and professionalism that will long be remembered throughout the European Theater."

—By Ruth Jackson  
NavFacEngCom

**Ocean Pressure Test on Concrete.** An artist's drawing depicts a Navy submersible inspecting one of 18 concrete spheres emplaced 10 years ago in the ocean at depths ranging from 1,800 to 5,000 feet by the Naval Civil Engineering Laboratory, Port Hueneme, Calif. It was part of a continuing program designed to study concrete as a material for pressure-resistant, deep-ocean structures. Purpose of the concrete block, shackled to a 53-foot-long, 2 1/4-inch anchor chain, was to test the effects of high pressure seawater upon the physical and chemical properties of concrete during extended periods. NavCivEngrLab is now studying the recovered concrete spheres. Technology developed by NavCivEngrLab will permit the design and fabrication of military concrete structures in the ocean such as offshore storage of ordnance and submerged fuel storage facilities.



# Bearings

## Devils on Ice

On board USS *Puget Sound* (AD 38), a plaque on the door leading to the air conditioning and repair shop (56/B) says, "Devils on Ice, We Know We're Good."

You may not have had the opportunity to meet or work with the "Devils on Ice," but if you had, you would know the plaque is appropriate—they are good.

Machinist's Mate First Class David Hendershot, called "Hotshot," is the head "devil." He has a reputation of being among the finest mechanics in the Navy. *Puget Sound* is the only destroyer tender on station in the Mediterranean Sea. Still, Hendershot and his crew have faithfully serviced each Navy vessel that came alongside during the past year. Each Navy ship requires different work—some jobs are easier than others—but the ships have one thing in common: they are all repaired by the "Devils on Ice."

"Fly-aways" are some of the most

important jobs assigned to the air conditioning and repair shop. Hendershot said, "It seems we've been everywhere—flying from Rota to Israel and other places in between."

In the shop, a folder brims over with "Bravo Zulus" (congratulatory notes) from chiefs, commanding officers and admirals from Naples, Italy, to SHAPE, Belgium. Such kudos are received after virtually each job.

When most people think about air conditioning, they usually think in terms of keeping food fresh or making people comfortable. The men in 56/B describe air conditioning as an essential element in a modern warship. "There would be no paychecks to hand out if the computer couldn't be kept cool. Missiles could not be launched. Sleeping on board ship in the Mediterranean or the Indian Ocean would be miserable without air conditioning," said Hendershot.

Besides Hendershot, six other machinist's mates are in the 56/B shop. Machinist's Mate Second Class Dan Amick has been on board *Puget Sound* for a year, and he thinks the duty is fantastic. "There is always something

different to work on and to learn about. Each ship has unique problems that need to be overcome," said Amick.

Machinist's Mate Fireman Ray Bynum has spent two years in the 56/B shop. The travel is what he enjoys most. "I've not only learned about repairing and maintaining air conditioners, but I've also learned a lot about different countries and their people," he said.

However, doing jobs all over the Mediterranean and Indian Ocean offers little opportunity for liberty. Hendershot said, "We work a lot of hours; sometimes we don't hit the beach for days. A job can take anywhere from a few days to weeks. But it's something you learn to live with."

Hendershot and his men have been catapulted off aircraft carriers. They've been dropped from a helo onto a pitching destroyer's deck cruising at 20 knots. They go wherever the job takes them. They do what has to be done.

—Story by SN Robert Froding  
—Photo by SN John Lewis  
USS *Puget Sound* (AD 38)

Front (l-r): MMFN Ray Bynum, MM1 David Hendershot; back (l-r): MM3 Mike August, MM2 Dan Amick, MM3 Phil Cormier.





## Holding Back the Sea

When severe winter storms and high tides threatened Navy family housing and other facilities at Naval Station Treasure Island, San Francisco, local Navy officials immediately took steps to prevent further damage.

Exceptionally high tides, which occur about once every 100 years, combined with unusually severe storm conditions to topple into the ocean huge portions of the sea wall surrounding

*High tides and severe storm conditions seriously eroded Treasure Island's sea wall. The Golden Gate Bridge is in the background.*

Treasure Island. Lieutenant Junior Grade James Lebiecz, staff civil engineer, requested emergency repair funds, through the naval station commanding officer, from the Pacific Fleet commander in chief. CinCPacFlt provided the funds almost immediately.

Repair to the sea wall began with the installation of rock, called rip-rap, extending 30 feet out into the water from the existing bank. A local contractor used 25 dump trucks, each hauling 24 tons of rock, to complete the project.

Installed first, next to the existing bank, were 29,000 tons of small rocks weighing about a pound each. Next



*One of 25 dump trucks used in the project unloads 24 tons of rocks to repair the sea wall at Naval Station Treasure Island.*



came 3,750 tons of rocks weighing about 200 pounds apiece. Last came nearly 1,000 1-ton boulders. The contractor used a crane with a special attachment to precisely place the largest rocks. Finally a bulldozer spread fill dirt on top of the rock.

Captain C.M. Maskell, commanding officer of San Francisco Bay Navy Public Works Center, said, "The sea wall repair project at the naval station represented good work on the part of everyone concerned."

Also involved in the effort were the Naval Facilities Engineering Command, Western Division, which provided on-site engineering support, and the resident officer in charge of construction, western division, who arranged for the contractor and provided inspectors.

*—By Jerry Boling  
Navy PWC, Oakland, Calif.*

# Bearings



**General John W. Vessey Jr.**, Chairman of the Joint Chiefs of Staff, on a visit to Naval Training Center, Great Lakes, Ill., meets Seaman Recruit R.E. Stratton following a demonstration of ship mooring procedures at the Seaman Lab, Apprentice Training Division. In his talk at a Recruit Graduation Review, General Vessey emphasized the importance of teamwork. He said, "One of the things recruits learn—whether they stay in the Navy for an entire career or whether they leave it at the end of their first enlistment to go on to some other civilian pursuits—is that the most important thing about the Navy is teamwork. It's not a one-man show. It belongs to everyone, all the men and women who are in the Navy." He also said, "It doesn't make any difference what the color of the man's skin is that's next to you, what state he came from, what his religion is, what his ethnic background is, whether he was rich or poor; what counts is what's in his head, what's in his heart and what he can do with his hands to help the team get its job done. Your buddies depend on you. You depend on them. Learn to get along with them. Learn to make the team work."

*Photo courtesy of NTC Great Lakes Photo Lab*

## GPO's Popular Pubs

The Government Printing Office has released its latest catalog listing nearly 1,000 of its most popular publications. From more than 16,000 titles available, the GPO offers a variety of subjects including agriculture, business and industry, children

and families, diet and nutrition, history, hobbies, science and technology, and vacation and travel.

Practical publications are also popular: "Ideas for Better Eating," "An Inexpensive, Economical Solar Heating System for Homes" and "An Introduction to Running." GPO also offers color posters and lithographs.

## All Tied Up

Glenn E. O'Neal, a retired chief boatswain's mate whose "largest knot" was featured in the April 1982 *All Hands*, has completed an even bigger knot. Shaped like an anchor, the new knot stands 52 inches tall and 39 inches wide. O'Neal used 320 feet of 3/16-inch-diameter nylon line to tie the knot.



"I have been working on and off for 10 years trying to design the perfect anchor knot," said O'Neal. "Each section of this knot has been worked over several times. I've used the best patterns that I could design and then combined them into a single knot."

According to O'Neal, there are only two American knots: one is the knot used to tie a sailor's neckerchief, and the other is his new knot. He calls it the "U.S. Navy Knot."

When ordering by mail, you may use your Visa or MasterCard. GPO also accepts phone orders between 8 a.m. and 4 p.m. EST, Monday through Friday, at (202) 783-3238. To receive a catalog and order form, write the Superintendent of Documents, U.S. Government Printing Office, Department 33, Washington, D.C. 20402.



# Goals Change But Challenges Remain

Commander Donald O'Shea admits coming a long way during his 30-year career—from a 17-year-old boot seaman to chief petty officer at age 24, commissioning as an LDO, and now commanding officer of USS *Point Loma* (AGDS 2). But no matter what his rank, O'Shea is a sailor in every sense of the word. As he said, "I love the sea, and I love going to sea."

"Being a ship's commanding officer is a sailor's dream," he added. "I'm particularly fortunate to command a unique ship, one with the newest mission in the fleet."

Besides having facilities to accommodate deep-diving ocean research vehicles, *Point Loma* recently was equipped with sophisticated, computerized radar systems resembling four giant golf balls on its bow. The ship will be part of the *Trident* missile support program providing range safety, tracking and telemetry support for the periodic testing of the Navy's newest submarine USS *Ohio* (SSBN 726), now operating in the Pacific.

*Point Loma* is unique in another way. O'Shea's crew includes the largest percentage of women members on any ship in the Navy. "More than 50 percent of our officers are women," he said. "We have the highest percentage of women in decision-making roles, with four departments headed by them. Additionally, 25 percent of our enlisted crew is composed of women."

"I'm told that for every 10 women requesting sea duty, only one gets orders to a ship. That means I've got some of the best women in the Navy," he said. "The average female sailor is older than the average male sailor, too, and I feel performance reflects the women's maturity and confidence."

Although something usually happens every day to give O'Shea satisfaction, he said his greatest pleasure is witnessing the individual accomplishments of his crew. "Ships' missions differ and goals change, but a commanding officer's challenge always remains in the leadership and development of his people. Every time I par-

ticipate in someone's advancement ceremony or witness a crew member developing professionally, I take it personally. It makes me feel good."

A New York City native, O'Shea attended Cardinal Hayes High School but dropped out in 1952. Seeing the Navy as a real-life adventure, he enlisted in 1953 and volunteered for submarine duty. "I finished my education in the after-battery spaces of a Navy submarine. That's how you really learn about life."

For more than half of his career, O'Shea has been stationed overseas, primarily in the Far East. While on the staff of Submarine Group Seven, he was an adviser to the Japanese submarine forces. He also spent two years as a submarine adviser to the Taiwanese navy.

"Taiwan had purchased two old U.S. Navy subs, and I was part of the deal," he said. "These were their first submarines, and I had to teach their sailors how to run them, beginning with the basics."

After learning to speak fluent Chinese in only a few months, O'Shea spent an average of 16 hours a day with the Taiwanese sailors, "squeezing about 200 years of U.S. Navy technology into two years," he said.

In recognition of his work there, O'Shea wears the Taiwanese navy's dolphin pin, signifying he's qualified for duty aboard their submarines. Although smaller, it's similar in appearance to the U.S. Navy's coveted gold dolphin insignia, which he also wears.

Throughout his career, O'Shea says the Navy has caused some changes in him. But one thing never changes—he still loves the sea and still sees himself simply as a sailor.

—Story by JO1 Cheryl May Campbell  
—Photos by PH2 Randy G. Hayes  
Navy PA Center, San Diego



# The Navy Remembers

In commemoration of the Navy's 207th birthday on October 13, 1982, *All Hands* began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant June events.

Although it wasn't until October 1775 that what we recognize as the U.S. Navy was officially established by the Second Continental Congress, it was in June of that year that the first armed vessels had been commissioned by the colony of Rhode Island to defend the trade of the colony from depredations of British warships. Those ships were the forerunner of other state navies, as well as of the Continental Navy itself.

With the help of the French, the American Revolution was won, and the United States had earned its right to use the high seas. Ten years later, however, on June 3, 1785, the frigate *Alliance*, the last ship remaining in the Continental Navy, was ordered sold and the Navy was disbanded. But by 1794, with the Barbary pirates attacking American merchant ships and exacting tribute from the United States, the Navy was re-established. The first officers of the new Navy were announced that June.

## War of 1812

In the early 1800s, it did not seem that the small American Navy would dare pose any real threat to major seapowers. Still, on June 18, 1812, with many gunboats but only about 16-18 larger ships, the United States declared war on Great Britain. Britain's navy, by contrast, was the most powerful Navy in the world. Even so, the United States had decided it could no longer accept the British habit of boarding Amer-

ican vessels and seizing not only seamen of British birth but also American-born seamen and impressing them into the Royal Navy.

*Constitution's* defeat of *Guerriere* on Aug. 19, 1812, was the signal for popular support for an expansion of the Navy. In January 1813, Congress authorized four 74-gun ships of the line and six heavy frigates of 44 guns as well as several smaller vessels.

Although Captain James Lawrence's frigate *Chesapeake* was defeated on June 1, 1813, by the British frigate *Shannon* in a savage duel off Massachusetts Bay, it gave us those oft-quoted words, "Don't give up the ship." Lawrence uttered those immortal words in encouragement to his men when the battle turned against him.

The Battle of Lake Champlain in late 1814 was an American victory which ended the British advance southward through the





Champlain Valley. But ratification of the Treaty of Ghent did not come until early 1815. The young U.S. Navy had contributed in no small way to the ending of the War of 1812, and to the subsequent worldwide respect now focused on a young nation that had dared to take on the country whose ships had long controlled the seas.

## June Graduations

June 10, 1854, saw the first formal graduation exercises at the U.S. Naval Academy in Annapolis, Md. As recorded in Park Benjamin's book, *The U.S. Naval Academy*, it was a simple ceremony: "The first graduating exercises held at the Academy were those of the class of 1854, and consisted simply in the muster of all hands in the chapel at noon, the reading of prayers by the chaplain, a brief address by the Superintendent [Commander Louis M. Goldsborough], and the presentation of certificates of graduation."

There were six students in that class, and graduation had come after three years of study compared to today's four-year requirement. The certificate of graduation entitled the holder to a midshipman's warrant. Today, the class of 1983 consists of 1,084 students whose graduation means a bachelor of science and a commission as either a Navy ensign or a Marine Corps second lieutenant.

The brigade in 1854 consisted of 160 acting midshipmen "over 14 and under 16," whose curriculum did not even include any athletic programs. There were no foreign nationals, no blacks and no women. Today's brigade of 4,476 midshipmen includes 5 foreign nationals, 211 blacks, 298 women and 384 other minorities (176 Hispanic Americans, 186 Asian Americans, 22 Native Americans) who participate in 30 varsity and 30 intramural sports programs.

The first black graduate was John Wesley Brown in 1949; the first women—55 of them—were graduated in 1980.

From its small beginning—42 acres and 18 faculty members—the U.S. Naval Academy today spreads over 338 acres along the Severn River in Annapolis where a faculty numbering 533 nurtures the minds of the military students. The total number of academy graduates—not including the

class of 1983 stands at 49,341.

## Platforms of Sea-based Air Power

When USS *Ranger* (CV 4), the first U.S. aircraft carrier designed as such from the keel up, was commissioned on June 4, 1934, there was no doubt in the minds of farsighted Navy people that the carrier's power and importance would one day be unquestioned. That day came exactly eight years later on June 4, 1942, in the Battle of Midway, the second great naval encounter where opposing fleets remained completely out of sight of each other.

At the beginning of World War II in the Pacific, the odds had been heavily in Japan's favor. But the Japanese made a fatal error based on their belief that the battleship, not the aircraft carrier, was the central strength of the fleet. Their offensive against Australia had been stopped by the Battle of the Coral Sea, fought a month earlier. Even though that battle was not a decisive U.S. victory, it did focus attention on the vital importance of air power to the Navy's strategic planning.

The results of the Battle of Midway, however, removed all doubt as to the aircraft carrier's importance. With its potent sea-based air power, it was the major warship. A superior Japanese force had lost four aircraft carriers, along with hundreds of planes, and had to withdraw without having captured Midway Island.

Midway was the first decisive defeat suffered by the Imperial Japanese Navy in 350 years, and the U.S. Navy took full advantage of being on the offensive. More flattops were ordered. Cruisers under construction were converted to light carriers. Fleet oilers and merchant ships were modified to become escort or jeep carriers. Within one month after the Battle of Midway, the U.S. Navy had 131 carriers of all sizes in service, under construction or on order.

This construction and conversion program was matched by the Navy's pilot and aircraft replacement program. Together, they were considered among the foremost wartime achievements, certainly contributing to Japan's defeat. The U.S. Navy's superior quality and use of carrier-based air power remains a chief strategic con-

sideration more than 40 years—and thousands of technological advancements—later.

## Operation Overlord

Postponed one day to June 6, 1944, because of poor weather, "Operation Overlord"—better known as the Invasion of Normandy—found an unforgettable place in history. It was the greatest amphibious assault ever attempted, and it took the German army by surprise.

Under support fire from more than 600 warships, 4,000 U.S. and British ships and landing craft carried more than 150,000 troops and their supplies across the English Channel and onto the Normandy beaches of France on that day. It was "Operation Neptune," the naval part of the Normandy Invasion, and was the greatest invasion fleet the world has ever seen.

By evening, five divisions were ashore with a comfortable hold on all beaches except Omaha Beach, where German resistance was heaviest and enemy artillery deadly. Destroyers and battleships moved in with a furious ring of fire, however, to prevent the Germans from moving reinforcements up from the interior. According to an assessment of the invasion by the German army, "The fire curtain provided by the guns of the Navy . . . proved to be one of the best trump cards of the Anglo-United States invasion armies."

During June, the Allies gradually gained control of Normandy, crawling across the land hedgerow by hedgerow. In their favor was Hitler's fixation that another Allied attack would come farther north in the Pas-de-Calais area. Thus, General Erwin Rommel and General Ernst von Rundstedt were forced to accept piecemeal reinforcements and to see part of the Panzer strength wasted on scattered counterattacks.

June 27 saw the fall of the German garrison at Cherbourg. After five days of intense fighting, and the destruction of the American harbor installation nearby, the German force surrendered. The German army groups and Panzer divisions held near Pas-de-Calais—the shortest point between Britain and France—could not help defend the Normandy coast. Thus was Hitler's "Fortress Europe" breached by the Allies.

—By Joanne E. Dumene

## A walk at sea for the March of Dimes

Sailors assigned to USS *Pensacola* (LSD 38) refused to let the matter of being at sea half a world away from home keep them from participating in this year's March of Dimes Walkathon. A long-time tradition in the Norfolk, Va., Tidewater area, the annual walkathon raises funds for the March of Dimes' fight against birth defects.

A number of *Pensacola* crew members had participated in previous walkathons, and as soon as the ship received word of this year's walk, plans were made for an at-sea version aboard *Pensacola*. The ship's 450-foot-long well deck was cleared of the landing craft normally stowed there, and promptly at 10 a.m. on Sunday, April 24, *Pensacola* men began walking and jog-

ging. They compiled a total of 322 kilometers (more than 200 miles) before the end of the day, raising more than \$2,700 in the process. Each participant was sponsored by fellow crew members who pledged a minimum of 25 cents for each kilometer completed. Gunner's Mate (Guns) First Class Bob Krepp, with 21 sponsors, raised \$700, the largest single contribution. Music for the walkers and joggers was provided by *Pensacola*'s rock band. At the end of their jaunt, participants were treated to a flight deck cookout with the ship's second class petty officers preparing and serving the food.

*Pensacola* is deployed with Amphibious Squadron Two in support of the Multinational Peacekeeping Force in Beirut, Lebanon.

## Urinalysis for "A" School candidates

All Fleet "A" School candidates will undergo mandatory urinalysis testing approximately 30 days before beginning travel to "A" school, according to NAVOP 046/83 of 13 May 1983.

Any "A" School candidate confirmed to have abused drugs will be declared ineligible for "A" School training for at least one year. Other appropriate action also may be taken. Reinstatement of "A" School eligibility will be made on a case-by-case basis upon request to Commander Naval Military Personnel Command via the chain of command. This advance screening is aimed at

reducing the number of candidates who test positive for drug abuse upon reporting to "A" School. Removing those individuals from "A" School eligibility will reduce the administrative burden and save travel funds involved in first arranging a school quota and then returning ineligible individuals to their parent commands. This initiative also will make more "A" School quotas available for reliable fleet members.

See NAVOP 046/83 of 13 May 1983 for additional information.

## Former service members required to register for selective service

A little known aspect of the Military Selective Service Act requires military veterans born after Jan. 1, 1960, to register with the selective service when they leave active duty if they have not previously registered.

Individuals leaving active duty military service are responsible for registering whether leaving all military service or entering the National Guard or reserve duty. Those who fail to meet this ob-

ligation may be subject to prosecution. The selective service system emphasizes that registration does not imply that an individual would be drafted or recalled in case of reinstitution of a national draft.

Plans are under way to include draft registration in processing individuals out of the armed forces. Until then, registration may be completed at any U.S. Post Office.



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## ***Officer transfer/redesignation application***

The next officer transfer/resignation (augmentation) board will convene Aug. 22, 1983. Deadline for receipt of applications by Commander Naval Military Personnel Command (NMPC-211) is June 22. Any applications received after that date will be deferred to the next board.

The board meets in February and August to consider applications from active duty officers for lateral transfer and to consider Naval Reserve and temporary officers for augmentation to the

Regular Navy. Specific information concerning eligibility and application for augmentation is contained in Article 1020120 of the "Naval Military Personnel Manual." Lateral transfer between the unrestricted line, restricted line and staff corps may be requested by active duty regular and reserve officers who meet general criteria as stated in Article 1020150 of the NMP manual, which also contains format and procedures for application.

## ***Navy aids earthquake-ravaged town***

Naval Air Station Lemoore, Calif., responded immediately following an earthquake that hit Coalinga, Calif. (150 miles southeast of San Francisco), on May 2. A search and rescue helicopter quickly inspected the levees holding nearby Tulare Lake and then landed near the Coalinga Hospital to render assistance. Naval Hospital Lemoore sent three ambulances and 18 medical personnel to transport the injured to area hospitals. A fire truck and crew from the NAS Fire Department also responded and helped search the rubble for trapped victims.

Construction Battalion Unit 406 answered a call from the Red Cross for generators, emergency lighting and potable water while the on-station MARS operators moved their equipment to Coalinga to assist in re-establishing communications in the area. In the aftermath, the Seabees continued transporting drinking water to the area and the NAS air traffic controllers were declared the controlling agency by the Federal Aviation Administration for a 5-mile prohibited air space around Coalinga.

## ***Drug use in foreign countries carries stiff penalties***

Most foreign countries deal harshly with those involved with illicit drugs. This concern was emphasized by the Department of State in an advisory dealing with Malaysia, where legislation enacted recently provides for a mandatory death penalty for convicted drug traffickers.

The advisory states: "Any person who is arrested as a trafficker will be subject to the death penalty regardless of the amount of drugs in that person's possession. In addition, any person, Malaysian or foreign national, found in possession of 15 grams (approximately one-half ounce) or more of heroin will be a drug trafficker by definition. The same definition will be applied for other drugs, including marijuana,

though with somewhat higher minimums."

The advisory further stated that "Anyone who enters a foreign country becomes subject to the laws of that country. While the Department of State and our consular officers overseas are concerned about all Americans arrested abroad, we cannot intervene in the legal process of another country or act as legal counsel on behalf of the imprisoned American citizen. Under present standards of international law, custom, and treaty, the United States cannot demand that Americans be given preferential treatment or rights not afforded to nationals of other countries."

## *Customs inspections can be easier*

If you are returning to the customs territory of the United States with letters or packages, you can take several steps to simplify customs inspections and clearance.

Don't seal hand-carried letters. They are not considered mail until they are turned over to the postal service; therefore, hand-carried letters are subject to the same customs inspection and declaration as any other hand-carried baggage.

Packages and other items obtained overseas and which are the personal property of the individual carrying them must be declared on that individual's personal declaration (DD Form 1854). Packages and other articles being brought into the CTUS for the convenience of others must be declared and specifically marked on the declaration as being carried for the convenience

of others. These articles may subject the member carrying them to duties and internal revenue tax regardless of the exemption status of the carrying member. These packages or articles are subject to examination.

Individuals carrying letters and packages are responsible for their contents. Individuals who "unsuspectingly" carry contraband items are exposing themselves to severe penalties.

For more information on customs rules and exemptions, contact your local U.S. Customs Service Office. A helpful pamphlet entitled "Customs Highlights for Military and Civilian Personnel" is available free of charge by writing U.S. Customs, Washington, D.C. 22209, Attention: Information Office, Room 6303.

## *Where we stand with SRB*

An estimated 26,500 sailors will re-enlist this fiscal year under the Selective Re-enlistment Bonus program.

The SRB program was brought back on line on Oct. 1, after having been temporarily closed down on June 16, 1982, due to budgetary constraints. As promised by the CNO, the FY 82 award levels were authorized for the month of October 1983 so that people affected by the temporary suspension of the program would receive no less a bonus if they had actually re-enlisted last summer.

Recent changes to the program—outlined in NAVOP 11-83—include:

- Switching to FY 83 basic pay tables in computing bonuses.
- Extending the early re-enlistment eligibility window from 30 to 90 days before expiration of active duty obligation.
- Adjusting award levels to target funding more selectively to the Navy's most critical skill shortages.

The shift to the FY 83 basic pay table means a 4-percent increase in bonus amounts for sailors with

an EAOS of Oct. 13, 1983, or earlier. However, the actual bonus amount will be determined by the combination of pay table, award level and length of re-enlistment.

The Navy's SRB program helps eliminate shortfalls in specific skill areas. Last year, the Navy had a shortage of midgrade petty officers. During that period, the Navy's personnel requirements had grown. Not only did the SRB program help reduce the petty officer shortfall from more than 22,000 to about 17,400 but also helped increase overall Navy manpower levels.

SRB award levels are normally based on overall manning in a skill, manning in particular experience cells, retention rates in a skill, criticality of the skill and personnel costs. Those sailors who qualify for a re-enlistment bonus can receive a maximum bonus of \$16,000 even with non-nuclear skills. Those with nuclear skills can qualify for up to \$20,000. The total SRB payment is computed by the years of additional obligated service multiplied by monthly base pay, multiplied by the current SRB award level.



The bonus is paid in a 50-percent lump sum payment at the time of re-enlistment; the remainder is paid in annual installments on the anniversary of the re-enlistment. This method of payment was mandated by Congress and became effective in December 1981.

Individual commanding officers may authorize an accelerated payment of a sailor's anniversary payment under certain conditions. For example, an accelerated payment is a payment made in the same fiscal year that it is due, but before the anniversary date of the re-enlistment.

For example, a sailor's commanding officer can authorize a payment of an anniversary payment in January that is not actually due till July. There are also provisions for advance and remaining amount payments. These payments refer to payment of anniversary installments due in later fiscal years.

Advance and remaining amount payments are controlled by the Naval Military Personnel Command and are normally approved only for hardship reasons. Command career counselors have detailed instructions on applying for each of these methods of payment.

The Navy will be getting better use of its SRB funding by targeting the bonus to specific naval enlisted classification codes. Navy managers see this as a means of making special job qualifications more attractive. It is also an incentive for sailors to change to NECs that will be required to man the Navy's future generation of ships.

Another feature of the program expanded this year is the use of partial multiples. This now allows the Navy to target dollars more effectively in increments of one-half award levels. Although an SRB award level of six still remains the highest permitted by law, program managers have temporarily capped the Zone A and B multiples at four. This move was to encourage longer re-enlistments in return for maximum bonuses.

Expanding the early re-enlistment window up to 90 days before an EAOS allows sailors more flexibility to combine re-enlistments with PCS moves; it also will assist the efforts of fleet career counselors.

During the past two fiscal years, the SRB program has been modified more often than the program manager's desire with the attendant result of inducing instability to the program. Not all of this has been within the Navy's control. Most of the instability was due to congressional mandate and the delay in

the approval of the budget before starting the new fiscal year.

Congress recognized the value SRBs have on reducing the skill shortages, but it is also cautious with the Defense budget purse strings. SRB funding and the authority to spend it are controlled by Congress and must be acted on annually. The annual budget process adds instability to the program when congressional decisions are delayed well into the execution year.

The Navy continually reviews manpower trends in every Navy skill to ensure the best award level plan is in effect. Award level plans are usually modified at the beginning of the fiscal year and again during the April-May time frame. Setting award levels and adjusting the early re-enlistment window are two means the Navy has of ensuring the program remains within budgetary limits.

The nation's economic situation also impacts on the program. In a poor economy retention and enlistments may be high. Even so, the drain on qualified Navy petty officers from civilian companies continues within the high-tech ratings during this period. Thus, payments are lowered for those skills less in demand and raised for those most sought after.

SRB is not an entitlement. Rather it is a management tool the Navy uses for retaining qualified sailors in critical skills. There is no guarantee that a rating or NEC on the SRB list this year will be there next year. When a skill shortage is eliminated, SRBs are removed.

The Navy's portion of FY 83 Department of Defense budget for SRB is 42 percent and represents a slight increase over the FY 82 budget. In addition to receiving the largest budget for SRB among all the services, Navy is the only service to pay a reduced SRB to Navy veterans returning to active duty. Although the bonus is substantially reduced, eligibility can extend to veterans with breaks in service of up to four years.

Future projections show the Navy's SRB program will grow proportionate and relative to the planned growth of the Navy to 600 ships and 15 battle groups. Considering the current economic climate, Navy personnel managers paint the SRB picture as the best yet for the service.

—Career Programs Branch  
Military Pers. Policy Div.  
Chief of Naval Personnel

## Brain Trust of the Military



Aptly tagged the brain trust of the military, the Naval Postgraduate School is one of the top graduate schools in the country. A center for intellectual fine-tuning, the school is essential in maintaining the technological lead that keeps the U.S. Navy second to none.

Midcareer naval officers hone their individual skills in specialties from aeronautical engineering and anti-submarine warfare to physics, oceanography and national security affairs. With their increased knowledge, graduates return to the fleet with improved technical abilities and management skills.

"It is no longer adequate for naval

officers to have merely a bachelor's degree," said Rear Admiral John J. Ekelund, school superintendent. "Today's officers need to stay on the cutting edge of technology, and graduate education helps."

The school's basic objective hasn't changed over the decades. For more than 70 years, students have kept up with trends in technology and streamlined transitions to more sophisticated military hardware. Often they contribute to the development of new concepts and equipment.

The school designs its programs to meet specific needs of the Navy. Captain Matthew Pasztalaniec, the director

of programs, works closely with fleet advisers in developing and updating programs.

This makes Monterey invaluable to those like Lieutenant Rob Hart, a student in the highly specialized anti-submarine warfare systems technology program.

"I couldn't get this education anywhere else," Hart said. "Other universities offer a systems technology curriculum, but none have a specific program in anti-submarine warfare."

The students feel that the emphasis on fleet application is beneficial. "You not only gain knowledge within your specialty," said Lieutenant Bob Johnson, "but you also learn how to apply it within the Navy. As a physics student, I'll know what's expected of me when I get out in the fleet."

The Naval Postgraduate School is recognized internationally for its quality education and its emphasis on research. Of particular note is its operations research curriculum, which ranks as one of the top in the country, and its meteorology-oceanography curriculum is considered to be the best.

"A favorite statistic quoted at Monterey," said Ekelund, "is that 50 percent of the Navy's admirals, along with 12 of the nation's astronauts, are graduates of the school. Every student has this potential, and it's our responsibility to develop it in each of them."

"We're affecting the quality of officer for the next eight to 10 years," said Pasztalaniec. "When students leave here, they're not only better specialists but better officers, too."

—Story by JO1 Cheryl M. Campbell

—Photos by Lon Lauber

Navy PA Center, San Diego





# Mail Buoy

## Editor's note

We wish to rectify an omission in the March 1983 issue of *All Hands*. We did not credit Navy photographer, PH2 Lon Lauber, and Navy journalist, JO1 Cheryl M. Campbell, for their photographs used in the presentation dealing with the recommissioning of USS *New Jersey* (BB 62). Lauber's work is on pages 22, 24, 25 and 27—views of *New Jersey's* guns—and on page 26, a close-up of the ship's patch. Campbell's photograph of *New Jersey* in dry dock appears on page 16.

Lauber and Campbell are attached to the Navy Public Affairs Center, San Diego.

The information devoted to USS *New Jersey* (BB 62) was compiled from various historical sources and from submissions by many Navy photographers and journalists. We appreciate the work of all and certainly had no intention to omit mention of anyone who contributed to the feature.

## Friendly Readers

SIR: I'd like to express my appreciation to Chief Journalist Lon Cabot for the fine article he did on Chief Jones and me in the October 1982 issue. Thanks for letting the Navy and the nation know about the Canvasser Recruiter Program. I didn't know I had so many friends who read *All Hands*.—YNCS Jon V. Stiegelmeier.

## Pair of Kings

SIR: The November copy of *All Hands* indicated on Page 13 under the title of "Navy Ships on Special Escort Duty" that USS *King* (DDG 41) was one of the U.S. Sixth Fleet ships involved in the PLO evacuation of Lebanon.

In a seemingly never-ending saga to separate the "Pair of Kings," it was USS *John King* (DDG 3) which took part in the evacuation and not USS *King* (DDG 41).

We in *John King* are a professional crew who are proud of our accomplishments. Any effort you could make to annotate your files to alert your staff of the "Pair of Kings" would be appreciated.

As an aside, *John King* recently completed her MED/IO deployment having steamed more than 40,000 nautical miles and spent 80 percent of the time (127 of 161 days) at sea.—Capt. S.J. Pryzby, USN

• We've since learned that there are two Kings in the fleet. We picked the wrong one

when it came to the PLO evacuation of Beirut. Naturally, we didn't mean to slight the USS *John King* (DDG 3).—ED.

## Hats Off to Wichita

SIR: Why is it you've not had any articles on USS *Wichita* (AOR 1) the past few years? I spent 2½ years on board *Wichita*, and I will always cherish the experience. It was a time of dedication and professionalism by the crew.

In August 1981, *Wichita* accompanied a carrier task group, taking over for USS *Kansas City* (AOR 3). After accompanying the group to Hawaii, *Wichita* was deployed with another task group off the coasts of California and Hawaii, spending numerous unscheduled weeks at sea.

*Wichita* is the first of her class and she has truly lived up to her position of "number one." Hats off to this fine ship and all of her crews. For me, *Wichita* is the best ship I've ever served on.—SK1 Jimmy Fassin.

• From the outside looking in, it would appear that *All Hands* could cover each and every unit of the fleet and still have space left over to do the shore commands. In reality, we have a small staff and limited travel funds, and those funds are becoming scarcer as time goes on.

If we don't receive the information, we can't publish it. Ships should generate their own publicity or, failing that, get such material prepared by their next higher command. We'll take it from there as we do for about 60 percent of our material.—ED.

## Ceremonial Guard

SIR: For as long as I have been reading your magazine, I have seen only one article in which the U.S. Navy Ceremonial Guard appears. I feel that it should receive more recognition.

These men are selected for sharpness, neatness, and skill. After their acceptance into the guard, they go through a trying period of training. Each day they are scheduled to do various services of greetings to foreign dignitaries, honoring naval officers at funerals, and performing at parades and summer ceremonies at the Washington Navy Yard.

Their uniforms are cleaned and pressed to perfection. Everything is done to achieve the best impression. They work long hours, sometimes from 5 a.m. to 11 p.m.—Mrs. Kathleen Creel.

• Have faith—although we did a major feature in 1976 and a short piece in 1982, we

might get around to the guard again.

Your husband's command also could think in terms of filing a roster story, with pictures, with the Fleet Home Town News Center in Norfolk, Va. All they have to do is contact their local public affairs office.—ED.

## Visiting France

SIR: In the December 1982 *All Hands*, your story about the USS *DuPont* (DD 941) visiting Bayonne, France, stated *DuPont* was the first U.S. warship in 40 years to visit that port.

I was aboard USS *Antelope* (PG 86) in the summer of 1975 when *Antelope* and USS *Grand Rapids* (PG 98) visited Bayonne, along with two German minesweepers and a French submarine. *Antelope* and *Grand Rapids* were homeported at Naples, Italy, with USS *Ready* (PG 87) and USS *Douglas* (PG 100), along with our tender ship USS *Graham County* (APG 1176), a converted LST ship. I remember how well the French people welcomed us to their town.—EN1 Kenneth R. Wilson, Jr.

• Our source did not mention the 1975 visits of U.S. ships to Bayonne, France; they hardly would be aware of such a visit. Otherwise, we certainly would have made mention of the USS *Antelope* and USS *Grand Rapids* visits.—ED.

## Crossing the Line

SIR: Recently our ship the USS *Mullinnix* (DD 944) crossed the equator, and 270 former pollywogs became "Trusty Shellbacks."

I have tried to find out the origin of the ceremony but can't locate anything on it, or how it originated.—Robert D. Sabol, USS *Mullinnix* (DD 944).

• Your letter drew blank looks here at *All Hands*. The ceremony of "Crossing the Line" is so ancient that its beginnings are lost in the pages of history.

No doubt, back in the days of the early voyages of exploration, the ceremony had its beginnings out of boredom or to appease the gods and demons of the sea. It wasn't long, possibly, before it evolved into a custom of separating the men from the boys, or the landlubbers from the seamen.

We sometimes carry crossing the line stories, but the trouble with most of these presentations is that the resulting pictures are seldom usable. Have faith—we may be able to come up with such a story one of these days.—ED.

# Mail Buoy

## C-WEST at Whidbey

**SIR:** In the January issue you did an article on "Cold Weather Survival" which my shipmates and I found to be interesting. However, we feel that an injustice has been done. As S.E.R.E. instructors with FasoTraGruPac we are also C-WEST (Cold Weather Environmental Survival Training) instructors teaching the C-WEST course offered each year at Faso-TraGruPac detachment Whidbey Island.

This course is offered once a week for three months each year beginning the second week of January and ending in the last week of March or first week of April. This training has been offered by FasoTraGruPac for several years.

The particulars on the course offered by FasoTraGruPac C-WEST are:

One day classroom work including shelter construction, fire building, emergency signaling devices, cold weather medicine, water and food procurement. This is followed by one and one-half days of hands-on training which is conducted at the Mount Baker training site near the Canadian border.—PCR Allen, MMC Cochlin, ABH1 Musselman, HM2 Todd, PR2 Perry, PR2 Collett

• *We usually get in trouble when we use words such as "only" or "first." Our apologies for not mentioning your group too.*—ED.

## Dry vs. Wet

**SIR:** Concerning the February 1983 article, "The Navy's Deepest Divers," you make the following statement, "tropical fish, crystal bubbles floating past undersea plants, crustaceans glowing in the cold, cavernous blackness of the ocean floor—forget these and other images when you consider Navy saturation diving. That wet, undersea world bears little resemblance to the dry and scientifically controlled existence of Navy saturation divers."

You make it sound like there is not one saturation diver in the U.S. Navy that actually dives in the cold cavernous blackness of the ocean.

Located in San Diego is the diver training vessel *Elk River* (IX 501). This ship serves as the platform for the MK 2 MOD 0 deep dive system which makes open ocean saturation dives. Training first class divers to become saturation divers is our primary mission. And what

about the San Diego-based ASR 21 USS *Pigeon* which completed a 700-foot saturation dive to recover an F-14 fighter plane in 1978 and recovery of a 41-foot Coast Guard craft in 1979 in 315 feet of sea water?—K.O. Cline, G.A. Fisher

• Your comments concerning our feature, "The Navy's Deepest Divers," are valid. The information you included on the diver training vessel *Elk River* (IX 501) and USS *Pigeon* (ASR 21) should have been included in the story. However, the story's thrust dealt with "dry" dives rather than "wet" dives.—ED

## Reunions

• **Ocean DevRon Eight (VXN-8)**—Reunion July 8, 1983, NAS Patuxent River, Md., for former "Blue Eagle/World Traveler" officers. Contact Lt. Cmdr. Larry Corman or Lt.j.g. Kevin Dopart, VXN-8, NAS Patuxent River, Md. 20670.

• **USS Forrestal (CV 59)**—Reunion July 15-17, 1983, Philadelphia. Contact USS Forrestal (CV 59), PO Box 59, Philadelphia Naval Shipyard, Philadelphia, Pa. 19119; telephone (215) 755-3677.

• **UDT/SEAL**—Reunion July 15-17, 1983, Little Creek, Va. Contact Fraternal Order of UDT/SEAL, PO Box 5365, Virginia Beach, Va. 23455.

• **USS Eberle (DD 430)**—Reunion July 1983, Alexandria, Va. Contact Robert M. McKenzie, 309 Catawba Ave., Newfield, N.J. 08344; telephone (609) 697-1587.

• **Association of Minemen**—9th annual reunion, Aug. 12-14, 1983, Charleston, S.C. Contact Association of Minemen, PO Box 71835, Charleston, S.C. 29405.

• **USS James E. Craig (DE 201)**—Reunion Aug. 12-14, 1983. Contact Duane B. Engeldinger, 5401 W. Lincoln Creek Drive, Milwaukee, Wis. 53218; telephone (414) 466-5763.

• **USS Ranger (CV 4)**—17th annual reunion Aug. 19-21, 1983, Columbia, Md. Contact George Pyle, 8629 Oakleigh Road, Baltimore, Md. 21234; telephone (301) 665-1329.

• **USS Beatty (DD 640)**—Crew members interested in a reunion, contact Walter Purvis, 1365 Revere St., Aurora, Colo. 80011; telephone (303) 343-9752.

• **USS Ashtabula (AO 51)**—Reunion in Bethlehem, Pa., for crew members who served aboard from 1943 to 1948. Contact Alex Hertzog, 47 Evergreen St., Nazareth, Pa. 18064.

• **USS LST 582**—Crew members interested in a reunion, contact R. Edwin Novak, 2904 Hiss Ave., Baltimore, Md. 21234; telephone (301) 665-5953.

• **River Patrol Force (Task Force 116)**—Reunion Aug. 13, 1983, Norfolk, Va. Contact Mike West, PO Box 4066, North Hollywood, Calif. 91607, or John Williams, PO Box 5523, Virginia Beach, Va. 23455.

• **USS Medusa (AR 1)**—37th annual reunion August 1983, San Diego. Contact C.W. Mantz, 486 Welton St., Chula Vista, Calif. 92011; telephone (714) 420-9299.

• **USS Norton Sound Association**—12th reunion Aug. 26-28, 1983, Port Hueneme, Calif. Contact Robert Hovestadt, PO Box 487, Port Hueneme, Calif. 93041; telephone (805) 485-6144.

• **U.S. Submarine Veterans of World War II**—29th national convention Aug. 31-Sept. 4, 1983, Scottsdale, Ariz. Contact Milton J. Brown, 325 Emily St., Philadelphia, Pa. 19148; telephone (215) 468-6269.

• **U.S. Naval Air Station "Twin Cities," Minn.**—Reunion Aug. 27, 1983, Twin Cities, Minn. Contact Kirk Johnson, 7325 14th Ave. S., Minneapolis, Minn. 55423; telephone (612) 866-7194.

• **USS Greenling (SS 213)**—Reunion Aug. 30-Sept. 4, 1983, Scottsdale, Ariz. Contact George Hinda Jr., 172 N. Middlesex Drive, Carlisle, Pa. 17013; telephone (717) 790-2699 or (717) 243-3855.

• **USS Pennsylvania (BB 38)**—16th reunion Aug. 13, 1983, Anaheim, Calif. Contact Frank Nease, 2223 Mira Mar Ave., Long Beach, Calif. 90815; telephone (213) 597-3040.

• **USS Stephen Potter (DD 538)**—Reunion September 1983, Seattle. Contact Donald E. Huston, 19202 20th Ave. N.W., Seattle, Wash. 98177; telephone (206) 542-3495.

• **USS Florence Nightingale (AP 70)**—Reunion September 1983, Boston. Contact Bill Preskins, 39 Egerton Road, Arlington, Mass. 02174.

• **USS Calvert (APA 32)**—Reunion September 1983, San Francisco for ex-crew members from 1942 to 1966. Contact John L. Cole, 504 Centennial Drive, Kenyon, Minn. 55946; telephone (507) 789-6344.

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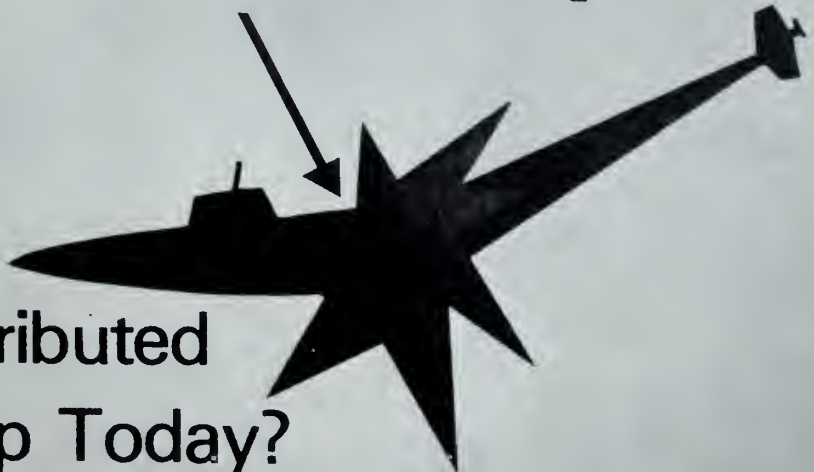


# SILENCE WINS



*There isn't Anything  
Funny About Practicing  
Good Noise Control  
Techniques*

*... On Second Thought,  
You Could Say...  
"It Cracks Ivan Up"*



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# ALL HANDS

JULY 1983



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Women Recruits



*Second Lieutenant Tom Walter, Lieutenant Junior Grade Marjorie Morley and Lieutenant Brian Duke reach for the high notes of a sea chantey. They are members of the Naval Air Training Command Choir, Naval Air Station, Pensacola, Fla., composed of aviation officer candidates and commissioned officers from the Navy, Marine Corps and Coast Guard in aviation training at the Naval Aviation Schools Command and Training Air Wings Five and Six. Choir members stay only from three to six months, during their training, but new singers are always ready to take the places of those leaving the group. The history of the choir can be traced back 45 years to the Cadet Aviation Glee Club, but women were not part of the group until aviation training was authorized for women in 1973.*





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# ALL HANDS

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MAGAZINE OF THE U.S. NAVY

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Front: A woman recruit crams for quiz session at the Recruit Training Command, Orlando, Fla. Photo by JO1 J.D. Leipold.

Back: Women are now firmly entrenched at the U.S. Naval Academy, but it wasn't always that way. See story starting on page 32. USNA photo.

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# Those Navy WAVES

By Marie Bennett Alsmeyer\*

During World War II, the women who joined the Navy "for the duration and six months" had a lot to learn. But so did the Navy. Wellesley College president Mildred McAfee, the first woman officer (other than Navy nurses) to be a member of the armed forces, was sworn in as a lieutenant commander to head the WAVES (Women Accepted for Volunteer Emergency Service). She described it as an "experimental venture of trial and error to see how women could fit into the Navy as a going concern."

*It was early 1943 and WAVES were required to participate in their first admiral's inspection. It was a whole new experience not only for the WAVES but also for the admiral. Before the inspection, WAVES spent many hours drilling and were, by the appointed time, a credit to the Navy.*

*Their only problem was the white-top, snap-brim hats which Frank Sinatra once described as resembling a sea of vanilla ice-cream cones. To make them fit properly, the women pinned up their hair and placed layers of facial tissue inside the limp fabric crowns of the hats.*

*During the inspection, the unexpected command "uncover" was given, and what had been a very military looking drill field was transformed in a few seconds to one covered with white tissues flying in the breeze. The WAVES were stunned. The Marine drill sergeant stomped his hat in disgust. The admiral disappeared behind a nearby hangar, doubled over with laughter.*

Most of the young women who first joined the Navy came from small rural towns. They were adventurous; many had dreamed of exploring or going to sea. Even though independence was not particularly encouraged in women at the time, these women were willing to take risks. They emerged from training with new responsibilities and hard-earned self-confidence.

McAfee, soon promoted to captain, didn't seem to mind being called "The Old Man" (behind her back) in the naval tradition. She emphasized that women could still be women even in the WAVES. She was faced with the inevitable conflict that arose while trying to lead the Women's Reserve within an unfamiliar organization.

But McAfee met the problems head on and, during the remaining years of the war, continued the polishing operations. The soundness of many of her policies is proved by their continued existence today.

Women entering the WAVES in the early days of World War II found that quarters were not always ready, and it took a sense of humor and tremendous enthusiasm to overcome the continuous obstacles. Morale was high, however, and it was not long before most naval stations had barracks with separate cubicles, rugs and well-equipped lounges. In Hawaii, WAVES'

*Student officers learn aircraft and ship recognition during classes in 1951. Drills and recreation periods followed classes in the WAVES' daily routine.*



\*Marie Bennett Alsmeyer served as a pharmacist's mate second class during World War II. She is the author of *The Way of the Waves*.



*Right: Although enlisted women serving in the Navy in World War I were restricted to a yeoman rating, enlisted WAVES during and after World War II worked in a variety of ratings and jobs, including flight orderlies. Below: Three officers stand at attention as the commanding officer of the Navy Supply Corps School inspects their quarters during World War II.*







*Left: At the Overseas Freight Terminal in San Francisco in World War II, WAVES had important assignments in the shipment of cargo to ships and advance bases in the Pacific. Below: WAVES "manning" naval communications at Washington, D.C., during World War II were described as "speedy and accurate." Through their hands flew an unending stream of messages to the fleet.*



quarters varied from Quonset huts to spacious accommodations surrounded by lush Hawaiian flowers.

As World War II progressed, more and more naval activities ashore were forced to relinquish trained male personnel to the fleet, and the cry "Send us WAVES" was heard throughout the Navy. Woman power had proved its value.

The task of converting civilian women, varying in age and experience, in a short period—sometimes less than three weeks at boot camp—into military people was tremendous. But they learned new values of discipline and also learned to obey without question. McAfee was proud that the WAVES were "no longer curiosities, no longer assumed to be novices in Navy ways."

In shipyards, WAVES were determined to do the assigned jobs—and they weren't interested in pulling rank. "There were

only a couple of us with math and science backgrounds," said one WAVE officer. "We did find some men objected to working for a 'girl' but we had the full support of our officers." Another WAVE officer reported that the captain for whom she worked was so pleased to be rid of an inefficient male lieutenant (whom she replaced) that he could not do enough for her.

And what about discrimination? We really didn't think too much about it at the time. Retired Captain Walter "R" Thomas claimed to be the only male to have the title of WAVES Representative—that was at Fleet Air Electronics Training Unit, Atlantic Fleet, Norfolk in 1951. "Our barracks had 60 WAVES. We had no disciplinary problems, and we had lots of hard work. We reaped many awards and commendations," he proudly remembers.

Was it "harassment" when the Marine

drill sergeant at boot camp stood within an inch of a WAVE's face and bellowed, "Pick up your dress"? Only later did she realize he meant her to "dress up" the formation's lines. When a small group of WAVE control tower operators at an auxiliary air station refused to do menial tasks and had to appear at captain's mast, they were admonished by the commanding officer for not complaining earlier! Dorothy Dix, the "Dear Abby" of the 1940s, received occasional complaints in the mail, but by today's standards, women who were in the WAVES 40 years ago lived in a golden era, an age of wonder.

*In 1917, a 95-pound yeoman (F) assigned to an office in a naval shipyard was fondly called "Heavy Artillery" by dockhands as she delivered blueprints around the piers. And during World War II, a 5-foot-tall WAVE from a disbursing office, who was issued a .45 pistol as she transferred money from the U.S. Treasury, answered to the nickname, "Pistol Packin' Mama."*



# WAVES

But sex discrimination eventually reared its head, and in 1982, Navy leaders in Washington, D.C., ordered commanders to crack down on sexual harassment with "swift and appropriate disciplinary action."

Admiral James D. Watkins, Chief of Naval Operations, describes himself as a strong backer of wider roles for women in the Navy. "I believe that because of women in the Navy, the male outlook toward military life in general is more mature," he said. "And I believe that we have now transcended that initial period which was once very difficult for males in the Navy to observe."

Never in the history of the U.S. Navy have so many women served aboard such a variety of ships in such a wide range of job areas as now. Still, women serving at sea is not unique. During the Civil War—and again during World War I—nurses served aboard hospital ships and a few were assigned to Bureau of Medicine billets in France. WAVES were first assigned to duty in Hawaii in September 1944.

Few people remembered in 1941 that during World War I, under the provisions of an act dated Aug. 29, 1916, the Navy had enlisted 10,000 women, all as yeomen (F). At the close of World War II, 86,000 WAVES were assigned to naval installations throughout the continental United States and Hawaii with enlisted WAVES holding 44 ratings. A single one of those ratings, that of seaman, involved 44 billets. Pay was \$54 a month. Women officers filled 102 billets.

At the end of World War II, Secretary of the Navy James Forrestal said that "members of the Women's Reserve have exceeded performance of men in certain types of work and the Navy Department considers it to be very desirable that these important services rendered by women during the war should likewise be available in postwar years ahead."

Women were first sworn into the Regular Navy in 1948 and three months later were assigned to certain non-combatant Navy ships.

*WAVES in Hawaii might have enjoyed voyages to and from the mainland aboard the luxury liner, Lurline, but shipping out on some*

*other ships was a different story. They were assigned to three tiered bunks below the waterline of aged hospital ships, rocked to sleep by sounds of sloshing bilges. They were assigned only three shower stalls to be used at designated times and were required to use saltwater soap. The head was a 4-foot-long (troopship) trough with sea water rushing through it at all times. Small planks were adjusted to serve as seats. One WAVE claimed that her grandmother's outhouse in Texas was more refined.*

They can laugh now over sea stories that reveal incredible contributions and achievements. And they still smile when they sing that line in the Navy hymn:

"... Whose arm hath bound the restless Waves." Yes, the first integration into the Regular Navy was 35 years ago, but the affectionate moniker "WAVES" was not dropped until many years later. Once removed, it has since been shunned, and it is reported that many women in the Navy today vigorously object to the title. WAVES were Women Accepted for Volunteer Emergency Service; today there is no emergency. Hence, no WAVES.

Lost in the seemingly unending written history of World War II is the story of those women who served in that war. But even that is changing. Recently, various studies have been made to gather oral histories and to provide information centers

*WAVES guide patrol blimps at NAS Glynco, Ga., in 1945. By the end of World War II, enlisted WAVES were serving in 44 Navy ratings.*





for those concerned with different aspects of women in the military.

Retired Captain Joy Bright Hancock (See *All Hands*, July 1978), who began her naval career as a yeoman (F) in World War I and was appointed first director of the WAVES reserves in 1946, recorded her personal reminiscences and the history of the development of women in the Navy in her book, *Lady in the Navy*, The Naval Institute Press, 1972. That book is no longer in print.

At the WAVES' 40th reunion in Seattle

last July, the principal speaker was an early member of the WAVES—Captain Grace M. Hopper, world renowned computer scientist (*All Hands*, September 1982). She is the oldest officer on active duty in the Navy since Admiral Hyman G. Rickover's recent retirement. Hopper claims she "was born with curiosity—and poked my nose into everybody's business." It was this curiosity that led her to develop the computer language called COBOL, today used widely in data processing.

Another outstanding Navy woman is

Rear Admiral Pauline M. Hartington, who commands the Naval Training Center in Orlando, Fla. She is the second woman line officer to achieve that rank. Admiral Hartington states that the Navy plans to steadily build its female force from its existing 34,000 to 54,000 by 1985.

When the "old salts" are gone, WAVES will be no more, just as yeomen (F) of World War I are fading from the scene. But when the command "Carry on" is given, women in today's Navy will certainly hear the echo, "Well done."

### Women in the Navy—A Chronology

**1811** - A Navy surgeon recommended that nurses be included among personnel at Navy hospitals.

**1862** - Civilian nurses serve on board Navy's first hospital ship USS *Red Rover*.

**1908** - U.S. Navy Nurse Corps established May 13. The first 20 nurses (in reality, the first "women in the Navy") reported to Washington, D.C., that October. In 1913, Navy nurses served aboard the transports, USS *Mayflower* and USS *Dolphin*. In 1920, they served aboard the first ship built as a floating hospital, USS *Relief* (AH 1). During World War II, 81 nurses, including Navy nurses, were taken prisoners of the Japanese on Guam and in the Republic of the Philippines.

**1917** - On March 19, the Navy authorized enlistment of women who were accepted as volunteers. Designated as "yeoman (F)" they unofficially became known as "yeomanettes." When the armistice was signed on Nov. 11, 1918, 11,275 yeomanettes were in the naval service, with some 300 "Marinettes" in the U.S. Marine Corps.

**1942** - Naval Reserve Act of 1938 amended July 30, 1942, to include the Women's Auxiliary Reserve, later known as the "WAVES" for Women Accepted for Voluntary Emergency Service. Wellesley College president Mildred McAfee, selected to lead the new Women's Auxiliary Reserve, was sworn in as a lieutenant commander on Aug. 3, 1942. By July 30, 1943, more than 27,000 women were on active duty in the Navy. That same year, authorization was passed for a woman to hold the rank of captain and McAfee was promoted into that rank.

**1943** - Navy Hospital Corps accepts women enlistees.

**1945** - Approximately 86,000 women on active duty in the naval service, 8,000 officers and 78,000 enlisted, constituting 18 percent of the total naval personnel assigned to shore establishments in the continental United States. Accession of women into the Navy was discontinued by Aug. 17.

**1946** - Captain Joy Bright Hancock, a former World War I yeo-

manette, became director of the WAVES July 26. The women's ranks had decreased to some 9,800 by this time.

**1947** - Army-Navy Nurses Act established the Nurse Corps as a permanent staff corps of the Navy. It also authorized permanent commissioned rank for nurses.

**1948** - On June 12, President Harry Truman signed Public Law 625, the Women's Armed Services Integration Act, abolishing the Women's Auxiliary Reserve and making it possible for women to enter the U.S. Navy in regular or reserve status.

**1950** - Women in the Naval Reserve were recalled along with their male counterparts for duty during the Korean War.

**1952** - Navy women were accepted for commission in the Medical Service Corps.

**1953** - Women in the Hospital Corps began serving on board hospital ships and transports carrying dependents.

**1965** - First male nurse commissioned.

**1972** - Navy nurse Alene Duerk, director of the Navy Nurse Corps since 1968, achieved flag rank, the first woman in Navy history to do so. The name "WAVES" was dropped as an official title.

**1973** - The Secretary of the Navy announced authorization of aviation training for women.

**1976** - Women were admitted to the U.S. Naval Academy.

**1978** - The law prohibiting assignment of women to fill sea duty billets on support and non-combatant ships was amended in October, putting into force the Women in Ships program. By June 1982, 193 women officers were on board 30 ships, and 2,185 enlisted women were aboard 37 ships.

**1980** - U.S. Naval Academy graduates its first women officers.

**Today** - More than 5,700 women serve as Navy officers (8 percent of the Navy's officer strength). More than 37,000 enlisted women comprise 8 percent of the Navy's enlisted ranks. Because of their combat relationship, only two officer communities—submarine and special warfare—and 13 of 100 enlisted ratings remain closed to women.

# A History of

The year was 1801 and it was late in May. The 36-gun, 2-year-old frigate *USS Congress*, under the command of Captain James Sever, was making its way up the Potomac River to the Navy Yard in Washington, D.C. Midshipman Charles Morris was aboard and observed a historic event as *Congress* sailed upriver and passed Mount Vernon, the home of George Washington:

“About 10 o’clock in the morning of a beautifully serene day, we passed Mount Vernon. Every one was on deck to look upon the dwelling where Washington had made his home. Mrs. Washington and others of the family could be distinguished in the portico which fronts the river. When opposite to the house, by order of Captain Sever, the sails were lowered, the colors displayed half-masted, and a mourning salute of thirteen guns was fired as a mark of respect to the memory of Washington, whose life had so recently been closed, and whose tomb was in our view. The general silence on board the ship and around us, except when broken by the cannon’s sound, the echo and re-echo of that sound from the near and distant hills, as it died away in the distance, the whole ship’s company uncovered and motionless, and the associations connected with the ceremony, seemed to make a deep impression upon all, as they did certainly upon me. When the salute was finished the sails were again set, the colors hoisted, and we proceeded up the river.”

The preceding paragraph is from Morris’ autobiography, written after a naval career during which he attained the rank of commodore. It is the first-known account of the ceremony honoring Washington. As honors go, it is one of the more recent ceremonies practiced in today’s Navy.

Through the years, the ceremony honoring Washington has changed. There are no longer any sails to lower, the tolling of a bell has replaced the 13-gun salute, and

Navy men and women no longer uncover as a sign of respect—they salute. Many of the ways we render honors in today’s modern Navy have changed, but the intent—honoring a person or an event—is still there.

The hand salute is rendered and returned thousands, perhaps millions, of times daily by Navy men and women around the world. It’s done so often that it’s almost an instinct. Why that particular gesture? What is it that makes the salute





# Naval Honors

a demonstration of respect?

There is an argument that can be made for tracing the origin of the hand salute to the days of knights in armor. Retired Vice Admiral Leland P. Lovette writes in *Naval Customs, Traditions and Usage*: "It was

customary for the knights in mail to raise their visors, in order that those of the same order, as well as friendly orders, could see the face. In time, the gesture denoted membership in the same order of knighthood, or another friendly organization.

Because of the strict gradations of social class and rank in the days of chivalry, it is believed that the junior was required to make the first gesture, and therefore distinction in class and grade entered at the very beginning of the custom."

There are some historians, however, who do not agree with that explanation. Some contend that the hand salute developed from the custom of a junior removing his hat or touching the brim of his hat when acknowledging a senior or when showing respect to the flag. No matter how it may have developed, honoring someone with a salute is a tradition with roots centuries deep.

The same is true of gun salutes. The tradition goes back hundreds of years, when sailing ships would fire their cannons in salute to one another. It was a gesture of friendship, for in the days of sail, when a ship fired its guns, it was left powerless for a long period of time. In the late 15th century, British ships could fire a gun on the average of only three times an hour.

Arguably, the most important gun salute rendered in U.S. naval history was the first. On Feb. 14, 1778, while the Revolutionary War was still raging, John Paul Jones fired a 13-gun salute from *Ranger* to honor French Admiral La Motte Picquet at Quiberon Bay, France. The French returned the salute, but with only nine guns. Still, it marked the first formal recognition of the Stars and Stripes by a foreign power.

Gun salutes continue to be employed on various occasions—in honor of important dates in our history such as Washington's Birthday, Memorial Day and Independence Day, at funerals, and when honoring



*Sailors aboard USS Illusive (MSO 448) render honors while passing the tomb of George Washington at Mount Vernon on the Potomac River.*



heads of state and distinguished individuals. Today when ships render honors to each other in passing close aboard (within 600 yards for ships, 400 yards for boats), gun salutes are no longer used. Hand salutes, however, are rendered: the junior ship takes the initiative and sounds attention, usually by a whistle blast. One whistle blast signals attention to starboard, two whistle blasts signal attention to port. All hands visible on deck come to attention. One whistle blast is then sounded, signaling "hand salute," followed by two whistle blasts signaling "two," or the end of the salute. Three whistle blasts signal "carry on."

These honors are exchanged between U.S. Navy ships, U.S. Navy and U.S. Coast Guard ships and between U.S. Navy and friendly foreign warships.

Merchant ships of any nation formally recognized by the United States may also exchange honors with U.S. Navy vessels. They do it by dipping their flag. This is

an honor along the same lines as a gun salute and again, grew out of honors rendered in the times of sailing ships. Lovette writes: "... before Norman days, sails of foreign vessels were lowered in those waters from the coast of Norway to Cape Finisterre as a mark of respect to English sovereignty: A 'mark of respect' that rendered the vessel powerless for a time. Of course, the ship had no appreciable way on after sails were lowered, and with decks clattered (sic) with rigging and sail, the one saluted feared no attack."

Manning the rails is also a tradition that goes back many centuries. At changes of commands, the arrival or departure of important visitors, or when passing close aboard a ship that carried an important visitor, the men would climb aloft into the rigging and spread out along the yardarms. There, they would usually give three cheers and wave their hats when the appropriate order came from below.

In the days of sail, important visitors

would also visit a ship while it was under way for conferences and other official functions and when invited aboard for dinner. When they came aboard, crewmen would tend the side of the ship to assist the visitor or, in the case of rough seas, to hoist him aboard in a boatswain's chair. The shrill of the boatswain's call accompanied the embarking of an important visitor and announced his arrival on board and, when the visitor left, signaled his departure. Thus, the use of side boys and being piped aboard or over the side became an honor in the naval tradition.

The tradition of honoring the national ensign and the quarterdeck area with a salute when boarding or leaving a ship may go back to the days of the Greek and Roman empires. There is the belief that early seagoers paid their respects to pagan gods and gods of the sea; statues of these gods were carried aboard ships in shrines, usually on the poop deck. The sailors would kneel before these shrines and pay homage to them.

These practices carried over to Christian times when the flag aboard a ship came to symbolize the power of both the church and the state; often the two were inseparable. Again, sailors would pay their respects to the colors.

Some, however, trace the practice of revering the quarterdeck to the early days of the Royal Navy. It was from the quarterdeck that the ship was controlled. That's where the ship's helm was located, and from there the luff and trim of the sails could be checked and the course corrected to take full advantage of the wind and sea. When a seaman addressed an officer on the quarterdeck, he would remove his hat and the officer or officers would return the salute. The custom of saluting at the quarterdeck, whatever its origin, is symbolic of recognizing authority.

Naval honors have a venerable heritage—passed from century to century to their evolution as we know them today. While at times we might practice these honors unthinkingly, tracing their past and rediscovering their origins may help us recognize the meaning and symbolism behind the ceremonies with which we honor a person or an event.

—By JO1 Gary Hopkins



# Vanguard Lives On



A team of *Vanguard I* scientists mount the satellite in the rocket.

The *Vanguard I* satellite celebrates its 25th birthday this year. Launched on March 17, 1958, from Cape Canaveral, Fla., it was the second artificial satellite successfully placed in earth orbit by the United States. The first solar-powered satellite, *Vanguard I*, now has the distinction

of being the oldest artificial satellite orbiting the earth. (Its predecessors, *Sputniks I* and *II* and *Explorer I*, have since fallen out of orbit.)

*Vanguard I* was launched as part of the United States' participation in the International Geophysical Year (July 1957 to

December 1958). The launch was a tri-service project with the U.S. Army operating the tracking stations and the U.S. Air Force providing the launching site. The Naval Research Laboratory was responsible for developing the launch vehicles; developing and installing the satellite tracking system; and designing, constructing and testing the satellites. The NRL program was headed by Dr. John Hagen.

Not much bigger than a grapefruit, *Vanguard I* is 6 inches in diameter and weighs about 3 pounds. Its small size (compared to the Soviets' 200-pound *Sputnik I*) caused then-Soviet Premier Nikita Khrushchev to dub it the "grapefruit satellite." Despite its diminutive proportions, *Vanguard I* provided several important findings. It proved that the earth is pear-shaped, not round; corrected ideas about the atmosphere's density at high altitudes; and improved the accuracy of world maps.

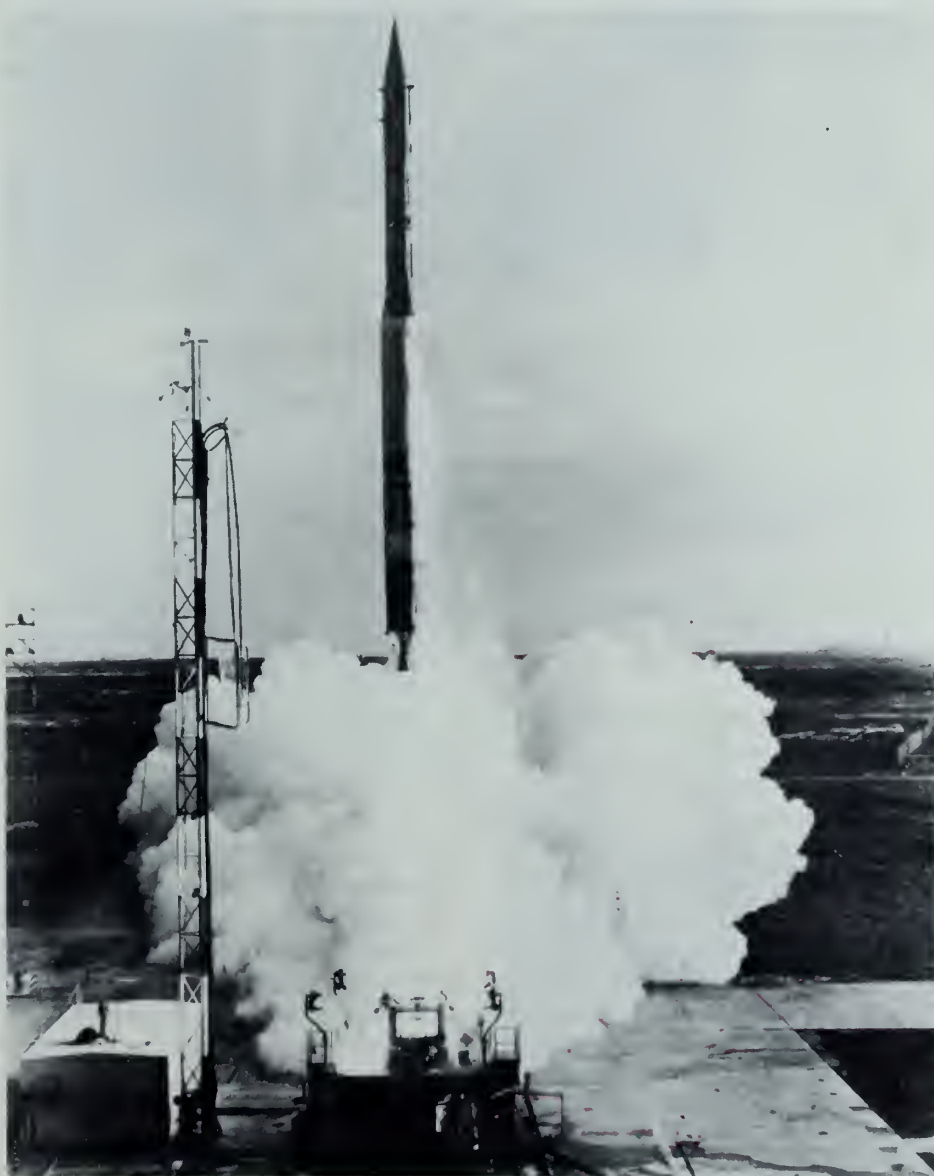
Charles Bartholomew, a scientist with the Naval Research Lab who worked on the *Vanguard* tracking system, says the program was significant in that, "it was a purely scientific rocket and spacecraft program."

And *Vanguard I*, the first satellite of that program, Bartholomew says, was "most successful in accomplishing its mission."

Although *Vanguard I*'s solar-powered radio transmitter stopped transmitting in 1964, U.S. space surveillance systems still track the spacecraft.

When it was launched 25 years ago, it was estimated that the satellite's life expectancy would be about 200 years. Since then, scientists have extended this estimate to 2,000 years. Accordingly, *Vanguard I* should celebrate many more birthdays in space.

—NRL, Washington, D.C.



The *Vanguard I* was launched from Cape Canaveral, Fla., on March 17, 1958.

# Bearings

## Moreell Medal Goes to Essoglou

Milon Essoglou, a Navy civilian and internationally known expert on amphibious support systems, has received the Society of American Military Engineers' 1982 Moreell Medal.

Essoglou is the second civilian to receive the medal in the 27 years since it was inaugurated to honor Admiral Ben Moreell, founder of the Seabees and former commander of the Navy's Bureau of Yards and Docks, now the Naval Facilities Engineering Command. The annual award recognizes outstanding contributions to military engineering by regular, reserve, active, inactive or retired officers in the Navy's Civil Engineer Corps or a civilian at the command.

The 1982 winner is a GS-14 and senior technologist in the office of the assistant commander for research and development at the command's Alexandria, Va., headquarters. He has served more than 25 years, including four as a Navy civil engineer officer.

Rear Admiral William M. Zobel, the Navy's Chief of Civil Engineers and Commander, Naval Facilities Engineering Command, said Essoglou "is a driving force in the Navy in developing primary systems for moving dry and liquid cargo from ship to shore." The admiral said Essoglou has been a pioneer in his field since 1966 when he became involved in improving methods and materials for the rapid installation and expansion of port facilities.

"He also played a key role during the 1970s in developing ways to deal effectively with the commercial shipping industry's changeover to container ships," Admiral Zobel said.

Essoglou also helped develop a new generation of pontoon causeway equipment, "... providing the Navy's principal amphibious logistic support capability and it will continue to do so for the next two decades," the Navy's chief engineer explained.



**Oh, Brother!** Aviation Structural Mechanic (Hydraulic) First Class Kenneth L. Osborn, Training Squadron Four, NAS Pensacola, Fla., and his brother, Master Chief Aircraft Maintenceman Charles Osborn of VT-10 (temporarily with VT-4), look over maintenance records. AMH1 Osborn is VT-4's Sailor of the Year. He was runner-up three times, then was named sailor of the month last September. According to Master Chief Aircraft Maintenceman Edward A. Hall, Osborn is known as the squadron's "tech expert" for superior knowledge in his field. *Photo by Sgt. Pierre Marcotte, Canadian Forces.*

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## Civilian Named Federal Engineer of the Year

Navy scientist Dr. F. Edward Baker Jr. has been named Federal Engineer of the Year by the National Society of Professional Engineers for advancing electromagnetic theory while studying *Trident* submarines.

A supervisory electrical engineer at the David W. Taylor Naval Ship Research and Development Center, Bethesda, Md., Baker was chosen from among thousands of federal engineers.

The society cited Baker, an active contributor in the field of electromagnetics, for "assessment of the *Trident's* vulnerability involving complex analyses and experiments advancing electromagnetic the-

ory." He also was recognized "for work with the integration of magnetic, electric and electromagnetic phenomena aboard ship."

Baker, head of the power distribution systems branch at the center's Annapolis, Md. office, is responsible for research and development projects involving shipboard electrical systems, solid state power conditioning equipment, component system compatibility and electroacoustic noise suppression. He has worked at the center since 1969. The center is the Navy's principal research, development, test and evaluation facility for naval vehicles and logistics.



## Hampton Roads Naval Museum

Among the buildings dating from the Jamestown Exposition of 1907 aboard Norfolk Naval Base is Pennsylvania House, a two-thirds size replica of Independence Hall in Philadelphia. This structure today houses the Hampton Roads Naval Museum. The museum's exhibits trace the development of the U.S. Navy in Tidewater from the American Revolution to the present.

Opened in August 1979, the museum's beginnings date to nine months earlier when Mike Curtin was appointed curator. "It was unbelievable," Curtin said. "I started with an empty building and no collection at all."



His earlier experience as curator of the Truxtun-Decatur Naval Museum in Washington, D.C., proved invaluable in establishing the Hampton Roads Naval Museum.

Curtin's first objective was to decide the museum's scope. With a short deadline and limited space, the focus would have to be representative of the locale as well as the artifacts and exhibits that would be available. Following his research, Curtin decided the theme would be a highlight of the U.S. Navy's history in Tidewater.

The next step was acquiring artifacts depicting the theme; contacts in Washington helped with early acquisitions. The first ship models included the *Monitor* and *Virginia*, which came from Naval Historical Foundation and the Naval Sea Systems Command, respectively. These were followed by suitable artwork from the Navy's extensive art collection.

While exhibits were in the planning and construction stages, Pennsylvania House received extensive renovation, including returning the building's interior wood molding to its original 1907 appearance.

The building itself has quite a history. Over the years, it has served as a convention center, an officer material school and an officer's club.

The museum's present exhibits depict the battle off the Virginia Capes 1781, the battle off Craney Island in the War of 1812 and the destruction of Gosport in 1861. Other exhibits highlight the Spanish American War, the Great White Fleet, the Battle of the Atlantic and the shipbuilding industry in Tidewater.



A special exhibit dealing with the North Atlantic Treaty Organization recently opened.

The museum is open from 9 a.m. to 5 p.m. Monday-Friday; Saturday 9 a.m. to 4 p.m.; and Sunday 10 a.m. to 4 p.m. No admission is charged. Passes and directions may be obtained at Gate Two off Hampton Boulevard. For more information call (804) 444-2243.

—By JO2 Paul J. Brawley  
CinCLantFlt, Norfolk



# Bearings



**Dr. Jimmie R. McDonald**, a chemist with the Naval Research Laboratory, Washington, D.C., has been named recipient of the 1983 Hillebrand Prize, sponsored by the Washington Chapter of the American Chemical Society. McDonald, cited for his work in analytical chemistry, especially in diagnostics of combustion dynamics, received a cash award and a certificate.

## Bronze Hammer Awards

Ten Navy commands won Bronze Hammer awards under the fiscal year 1982 self-help program.

The awards are presented annually to naval activities which made the most outstanding contributions to improving Navy life by using available resources, imagination and ingenuity. Through their own self-help efforts, with or without assistance from naval construction battalion units, the 1982 winners improved living quarters, personnel support facilities, and welfare and recreation activities.

Bronze Hammer winners are divided into four categories based upon the manpower of the competing shore activity, its tenant commands and the availability of Seabees in the immediate area. A special award is presented to any Navy fleet or shore unit deserving of recognition that doesn't have primary responsibility for real property management of personnel support facilities.



**Mess Management Specialist First Class James Jerold Harper** receives a hearty handshake from **Commander Alan W. Swinger** and applause from the crew of the *USS John A. Moore* (FFG 19). Harper was advanced under the Command Advancement Program for ensuring that the men of *John A. Moore* enjoyed the best meals the Navy could provide. The Command Advancement Program allows commanding officers to selectively recognize service members who exhibit outstanding performance and who are eligible for advancement.

The Chief of Naval Operations, Admiral James D. Watkins, announced the Bronze Hammer winners in the following categories:

- Activities with CBU in immediate area; enlisted allowance greater than 1,000: Winner: Naval Training Center, San Diego. Runner-up: Naval Submarine Base, New London, Conn.

- Activities with CBU in immediate area; enlisted allowance less than 1,000: Winner: Naval Security Group Activity, Northwest, Chesapeake, Va. Runner-up: Naval Undersea Warfare Engineering Station, Keyport, Wash.

- Activities without CBU in immediate area; enlisted allowance greater than 1,000: Winner: Naval Air Station Chase Field, Texas. Runner-up: Naval Education and

Training Center, Newport, R.I.

- Activities without CBU in immediate area; enlisted allowance less than 1,000: Winner: Naval Security Group Activity, Hanza, Okinawa. Runner-up: U.S. Naval Station Guam.

U.S. Naval Security Group Activity, Augsburg, Germany, won the special award category; the runner-up was NROTC, Auburn University, Auburn, Ala.

Admiral Watkins praised the winners, saying that the outstanding results achieved by all activities nominated made selection extremely competitive. "Through your efforts, better living conditions are being provided for Navy personnel and their dependents. I appreciate this work and encourage you to continue to improve quality of Navy life through self-help."





**Air/Sea Ready Units Exchange Crews.** Commander Alan W. Swinger (left), commanding officer, USS *John A. Moore* (FFG 19), and Commander Steven Wilson, commanding officer, Patrol Squadron 40, NAS Moffett Field, Calif., are ready to get under way with a mixed crew. For the past few months, the guided missile frigate and the anti-submarine squadron have exchanged crew members so that they would know more about each other's operations and capabilities.

## Being Prepared Helps

Requests for Navy Relief assistance have increased in recent months. However, the number of volunteers available for processing requests remains the same; people are waiting longer for interviews. Sometimes, the waiting is in vain because the applicant lacks the proper documents to support a request for assistance.

To cut down on interview time, the Navy Relief Society recommends that all applicants be prepared. First, make sure you bring a current military identification card to establish eligibility for assistance. Also bring a current leave and earnings statement if you're requesting financial assistance.

The following list should help you prepare for your interview:

- *Financial Counseling* (both service member and spouse should be present).

Copies of all bills and itemized list of expenses.

- *Emergency Transportation.* Leave papers, Red Cross verification of emergency.

- *Motor Vehicle Repairs.* Written estimate of repairs, vehicle registration, insurance papers.

- *Basic Living Expenses.* Utility bills, landlord's statement of rent due.

- *Medical, Dental or Funeral Assistance.* Copy of itemized bill for which payment is requested. Dental estimate form will be provided by Navy Relief Society.

The list is not all inclusive, but it does give an idea of the applicant's responsibility in the interview process. Navy Relief can assist service families with temporary emergencies, but the applicants and volunteer interviewers must work together to solve each problem. Having the necessary information in hand will help speed the process.

## Changing Dreams

John M. Sanford thought his future lay in making motion pictures. So, he and two friends formed the idea of creating a movie production team.

"We made our plans, then went separate ways. The idea was to meet again in a couple of years," he said.

Sanford then signed with the Navy to learn all he could about photography, with the aim of rejoining his friends as a partner in the moviemaking business. As it turned out, the photographer's mate rating was closed so he entered the photographic intelligence man rating (later redesignated intelligence specialist).



It wasn't long before dreams of fame and fortune gave way to thoughts of a Navy career. Sanford's constant drive for success resulted in advancements as fast as Navy regulations permit. Last year, after only seven years service, he was advanced to chief intelligence specialist. Next came a bachelor's degree in business which dealt another winning hand—selection to Officer Candidate School in Newport, R.I.

The motion picture company he once dreamed of never materialized, but Sanford has no regrets.

"I don't own a Cadillac, but I drive a new car. I'm not super rich, but I'm happy. I've got a good job and a career that's just beginning."

—By JO1 Steve Bellow  
CinCPacFlt PAO

# They Found A Career

"What does the Navy offer a woman coming in today? It gives her an opportunity to find out what kind of individual she is. Sometimes you don't really know who you are or where you're going in life. The Navy is a good place to find out."



Those are the words of a woman just past the midpoint in her Navy career, Chief Air Traffic Controller Linda Dunn, stationed at Naval Air Station Oceana, Va. Dunn is representative of many women in the Navy who joined looking for adventure, travel and training. She found something more—a career.

Photographer's Mate First Class Carolyn Harris at Navy Public Affairs Center, Norfolk, Va., also found a career in the Navy. She and Dunn both have more than 12 years of active service, although Dunn spent her first 4½ years in the Air Force. They carry on the tradition of women in the Navy that started back in 1908, when the Navy recruited the first nurses.

Today, more than 38,000 enlisted women serve around the world in such diverse ratings as cryptologic technician, builder, data processing technician, boiler technician, quartermaster and even as boatswain's mate.

Why do women join the Navy? In her hometown of San Jose, Calif., Harris worked in dress and fabric shops and had attended a junior college for two years before she made the decision, on impulse, to join the Navy. Her family was against it at first, but later her mother supported her. "At that time, I really wanted to be a photographer. That was my goal. I've always had itchy feet, but I wasn't expecting to stay for 20 years. That was the farthest thing from my mind."

Dunn was working in a department store in her hometown of Winston-Salem, N.C. "After high school, a lot of the girls just



wanted to get married and settle down, but I wasn't ready for that. I thought the military might be good for me. My parents were against it, but I think it was the smartest move I ever made."

The right occupation seems to be a key

factor in determining how one will feel about the Navy.

"My major in college was art, so I was really drawn toward photography," said Harris. "I scored high on the placement tests we were given at boot camp, but the





*Above: ACC Linda Dunn checks the radar scope for approaching aircraft. Left: PH1 Carolyn Harris and JOSH Teri Thomas gather clippings of Navy news releases published in newspapers.*

two quotas for PH 'A' school went to others."

But she didn't give up. After a year at her first duty station, Treasure Island, San Francisco, Calif., she got her "A" school and became a photographer's mate.

When Dunn entered boot camp, she was leaning toward a medical career. After testing, she found she had a good aptitude for being an air traffic controller. "I like being a controller," she said. "Every base you go to is different. It's very challenging to be able to change from one environment to another."

Was there a time when either wanted to leave the Navy? "Sure," said Harris. "More than once. Sometimes I got frustrated. Maybe part of it was that I was going up in rank, and I was no longer being buffered by my chiefs. When you're junior, you have someone looking after you, but now that I'm a first class, I don't have that anymore. I have to deal with the system on a one-to-one basis."

Dunn echoed those feelings. "I wanted to get out at times. I became frustrated and wanted to change a lot of things quickly, but that can't be done—in the service or out."

And there were reasons for staying in. "I really like the way of life," continued Dunn. "I don't have to stay in one place. I like to travel, and I like to meet new

people. I also like the financial security."

Harris also likes travel but found other reasons to stay in. "I feel that I have always been treated well. I've always had good duty, and I seem to get some special attention because I'm a woman. There are not many women senior first class petty officers around, so I get noticed. My pay is good and not having to depend on anybody gives me a great feeling."

In their 12 years of active service, Dunn has been stationed in New Jersey, Florida, Bermuda and Virginia; and Harris in San Francisco, Hawaii, Indianapolis and England.

During their tours, have they seen the Navy change? "Sometimes I think the discipline was much more strict back then," said Harris, "but we seem to be moving back to that with the current emphasis on 'pride and professionalism.' During the days of the draft, enlisted people with college degrees were fairly common. Today, we're again moving toward getting people with more formal education."

Dunn has seen a change, especially with regard to women. "I think the attitude toward women in the Navy has improved quite a bit. Women with families are accepted better now. In the past, many people felt that a woman who got pregnant should get out. There was never any pressure on me, so I decided to have a family and a career at the same time."

For women in the Navy, deciding to have a family can be difficult. Dunn said she spent many long nights trying to decide if her career and a family would mix. She and her husband, a chief air traffic controller, knew that they would have to sacrifice some things. For example, he would spend time at sea. But, if they both stayed in, their retirement benefits would provide them with financial security. She and her husband discussed it, but, in the end, he encouraged her to make her own decision.

"He said he would support me no matter what I decided. When I stayed in, he was pretty happy. He knew I just couldn't stay home and keep house. I have to be active. We now have three children—two boys and a girl."

But sometimes Navy women decide not to marry. "Marriage has never been my No. 1 priority," said Harris. "I like being

my own boss, and I like my independence. The Navy hasn't influenced this decision though. I would be the same if I were a civilian. Who knows? I may get married next year or 10 years from now."

Both women have advice for young women entering the Navy today. "Get your training," said Harris. "Take full advantage of everything the Navy has to offer and use all the benefits and services it provides. They're there for you."

Dunn adds that the job experience is important. "Do the best you can at your job. You can't lose on that. Some of us have more ability than others, but if you try to do your best, that's the most important thing—and it really pays off. Learn from the people you work with and listen a lot."

Neither felt inequality was a problem. "I felt I was equal," said Dunn. "There was never any doubt in my mind. I always tried to do my job, and I felt I was dealt with very fairly."

Harris cautions that women have to be careful not to be turned into imitation men. "The Navy can give you a positive self-image. You make your own money and your own decisions. You're a professional doing an important job. You're equal to a man because you had to come up the same way."

The Navy way of life isn't always easy. There can be separation from family and friends, long hours on the job, duty in remote parts of the world and the ever-present chance of sea duty. Can women be happy with a Navy career? "Yes," said Dunn. "I feel secure, I like my job, and I like the people in the Navy." Harris agrees. "Right now I could pick up the phone and call all over the world because I would know somebody there. The Navy has given me many friendships."

Harris and Dunn both say they will have gotten something out of their careers: adventure, travel, friends, a sense of accomplishment, job experience and the retirement benefits they will take with them.

Then, there's one more thing which Harris adds, "The stories. I think I could live the next 40 years on the sea stories alone."

—Story by JO1 Dale Hewey  
—Photos by PH3 Bruce Morris and PHAA Thomas E. Butt





# Women Recruits

## Sharp and Together

Orlando, Fla., is best known as the site of Disney World and Sea World—vacation spots for those seeking a kicked-back, carefree getaway among the palms.

Emblazoned in large bold letters on a towering watertank is the name of another central Florida attraction—"Navy World." It's the Recruit Training Command, Orlando, Fla., the first stop that many Navy enlistees make before entering the fleet. It also holds the distinction of being the sole recruit training center for women.

The women who report to the recruit training command hail from every state in the union and its territories. They come to learn a new way of life and the rudiments

of elementary seamanship. In the process, they learn things they never knew about themselves.

Here in a regimental atmosphere, against a fast-paced backdrop, these recruits will learn a different lifestyle. They'll sweat, scream and cry, and if they didn't have self-respect when they arrived in Orlando, they'll have it when they leave. They'll learn pride and professionalism. They'll make friends of a common denominator, understanding that while each is an individual with her own quirks and qualms, it's imperative they put aside differences and work together as a team.

Captain Lloyd W. Fernald Jr., RTC's

commanding officer, refers to the training command as a camp where people come to learn the "basics of baseball."

"Our mission is to provide a transition from civilian to military life. In doing this, I see it as a two-fold function. First, they've got to learn how to play Navy. I consider that an analogy with wanting to be a professional baseball player. If you want to be a ballplayer, you go to camp and learn the rules and regulations and how to play the game as a professional.

"The recruits do some physical conditioning, they learn when the coach says to do something they'd better do it. They learn how and when to bunt, when to pull a sacrifice fly and how to play different positions. They must play hard to be first-string, and they must play as a team to win."

And if they don't?

"Well, no one says they have to agree with all these rules and regs, but they better play by them because they chose this. If they don't, they're going to be benched, told to take a shower, scolded and fined and possibly kicked off the team."

Once the attitude is set and rules are understood, the building begins. The captain makes no bones about how he wants the training approached by his subordinates—to make boot camp one of the most stressful and traumatic experiences pos-



*Opposite: Physical training is a daily routine whether on the grinder, the obstacle course or in the compartment. Left: Rifles with lead-filled barrels are regular "uniform items" for both men and women at RTC Orlando.*

# Women Recruits





sible. Through this philosophy he hopes that recruits who want to play Navy will recognize that if they can be a success in the fleet it's all but guaranteed they will be a success in life.

"If they can grow to become reliable, dependable, conscientious team players, then everybody wants them. On the other hand, if they fail in the Navy I suggest they have a long hard row to hoe."

In control of all military training for the two women's and five men's divisions at RTC is Lieutenant Commander Keith M. Kasen. He echoes his CO's goals by monitoring virtually every aspect of recruit training.

"Pride and professionalism start here—we set the standards. There was a time when recruit training was of a college

campus nature. The emphasis was more on academia with very little PT and military drill.

"We've been directed to go in the other direction. Recruit training is supposed to be tough. The idea is that you instill pride so when the recruits complete boot camp they feel accomplishment. In turn, they'll take that to the fleet and continue to grow as solid professionals. All we can do here is teach them to crawl."

### A New Way of Life

A gray bus rolls through the gates at RTC, Orlando. None of the women aboard speak. Worried eyes scan what resembles a modern college campus. Appearances are deceiving. "What am I doing here? . . . "Oh, no! what have I gotten myself into?" There is no answer for the moment, but perhaps in the following weeks they'll have their answers.

There's no time to think through anything. Quickly the passengers leave the bus and head toward the recruit indoctrination facility. Everything is just a simple matter

of obeying orders right from the start. The new recruits fill out forms required for service, health, dental and pay records. They also send home what will be the last bit of correspondence for a while—a card stating that they have arrived safely at RTC and can be reached through the Red Cross if an emergency should arise. Then they march to the barbershop to get their hair cut (a relatively recent requirement for women), then on to receive their initial uniform issue of dungarees. They gather up the clothes they arrived in and ship them home.

Their indoctrination facility stay is brief, a week at the most. By standing tall in front of lockers and counting off, they learn the first requirement for success in the fleet—responsibility and accountability. They are still individuals acting as individuals with no concept of teamwork.

"Attention on deck!" yells a woman. Everyone in the compartment braces, eyes ahead. In strides a woman in khaki, a red aiguillette draped over her left shoulder. She stops to take in all the new faces,

*Opposite page: Unhemmed dungarees; orders from the RCPO; locker inspections.*

*Below: An RCPO marches her company to the grinder for close order drill.*





# Women Recruits

taking stock of what she has to work with for the next two months.

"OK, ladies, at ease. I'm your company commander. For the next eight weeks, I'll be guiding you through recruit training. By the time you leave you'll be a credit to the fleet. Now, I want all of you outside in formation, just as you have for chow the last few days. MOVE IT!"

The basic unit has been formed—a company of 80 women who will rely on one another and, sometimes, fight one another. But taking these women from their various ethnic and social backgrounds and molding them into a team with a sense of common unity will take time and patience on the part of the company commanders and the recruits.

**"At first our company couldn't get along. Everybody was in little cliques."**  
—Pamela J. Thompson, recruit section leader.

**"I never knew so many people with so many opinions and so many problems."**—Beverly A. Hunley, recruit.

**"We've got what we call the 'me generation'—what's in it for me. Some don't think about what's in it for us."**—PHC Joyce Pelt, former CC.

One of the first things the CC does after picking up a company is to appoint leaders within the company. She assigns a recruit

chief petty officer, recruit master-at-arms and section leaders, including port and starboard watch leading petty officers who are responsible to her. It's the first practical application of the chain of command which the new sailors will operate by throughout their naval careers. They'll be issued rifles whose barrels are filled with lead; they'll wear leggings and dungarees, duty belts and chukka boots. Anything expected of the men will be expected of them.

## 3-1 Day of Training

Monday morning before the sun has risen the bugle call sounds over the PA system. Some women sit up on the edges of their racks and rub sleep from their eyes—others roll over and groan, pulling pillows over their heads to drown out week three of reveille. The RCPO and MAA badger them—"Up and at 'em!"

Slowly, yet surely, the recruits are beginning to realize the importance of playing ball together. Hanging together. For two weeks they've lived, trained, worked and studied together—much of the time in the close quarters of their compartment.

They've set the watch, learned how to fold and stow lockers, conducted conferences to solve internal conflicts, and stood various small-time inspections by the CC in preparation for the larger and more demanding division inspections where the



*Clockwise: Recruits return to the barracks carrying their new whites; a division chief conducts a personnel inspection; recruits line up outside the galley.*





most minute details are studied.

In the preceding two weeks, they've gradually come to look and act like sailors. Navy rules, regs, history and traditions, military drill, and physical fitness training as well as medical and dental ex-

ams and inoculations have either been learned or accomplished. It has been a trying experience—being bombarded with so much, so fast, so often.

The days are fast-paced, shuttling in formation from class to drill to chow—over

and over again. Recruit training is far from monotonous but it is repetitious. Racks to be made daily with hospital corners at 45-degree angles, naval terms, rating and rank to be committed to memory and precise methods of folding clothes, lacing shoes and stowing lockers. The message is pay attention to detail—listen, really listen, then think before acting.

**"I remember the first story our CC ever told the company. It was about a sailor who had cleaned this piece of equipment and hadn't taken the time to put it back together properly. When it was turned on, a piece flew off and hit a shipmate in the knee severely injuring that person. Then she said if that sailor had taken time to secure it properly, no one would have been hurt. When our CC showed us the scar on her knee, I knew I'd never forget."**—Kathleen J. Miller, recruit section leader.

**"Our CC told us the same story a**

*The pain and pressure of eight weeks of inoculations, training and "learning to play ball" are forgotten at the final moment of graduation.*





# Women Recruits

thousand times. Same story, different setting but the moral was always the same—one little mistake, one screw not tightened or something left out could kill someone in the blink of an eye.”—Michelle G. Bucarich, recruit.

“You’ve got to pay attention to detail, match the proper wires. If you can’t stow a locker or make a bunk the way you were told to, then how could the Navy trust us with a million dollar piece

of equipment?”—Mary J. Simpkins, recruit.

## Third Week, Third Day—The PI

Up until now, the personnel inspections have been conducted by the CC. She’s been through this routine with her company at least a half-dozen times. Today is for real.

Brass gleams. Shoes sparkle. Belt buckles are on gig lines. Dog tags jingle

from necks. Hair is off collars. Pockets are buttoned. Leggings are laced correctly. Everything appears in order.

“Look yourselves over, ladies—this inspection counts,” warns the CC, a veteran of four other successful companies.

They take her seriously.

“Hey, you’ve got some gear adrift on your shoulder there—got your ID card in your pocket?”

“OK, uh, who’s the commander, Naval Training Center, Orlando?” asks one recruit of another.

“Hmmm, Rear Admiral P.M. Hartington,” grins her buddy.

“Yea, awright!”

Conversations are interrupted as their CC orders them onto the line created by the linoleum floor squares. The RCPO steps out to ensure toes are on the line. All looks well. They feel confident.

A door squeaks open. The division inspector strides into the compartment.

“Company—atten-hut,” shouts the RCPO. Heels click in unison. Each recruit’s eyes lock on a recruit standing opposite. Fingers together, thumbs on hems, knees slightly bent, shoulders back.

The CC and the inspector exchange muffled words; the recruits strain to hear. He turns and approaches the RCPO. She states that all recruits are present and accounted for.

He steps up to the first recruit. She maintains her stare. He is expressionless, all business—checks her hat, asks for her dog tags. So far so good. He holds up a flash card depicting a petty officer third class rating badge. She answers correctly. Down the portside he works checking off each recruit’s billet number as he goes. Time and again he stops to evaluate what he sees, sometimes asking a recruit to show the inside of her belt to make sure it’s stenciled.

A question.

“Who is the commander, Naval Training Center, Orlando?” he asks one recruit.

Deafening silence as each recruit answers inwardly.

“Admiral P.M. Hartington, sir,” she says confidently.



*At attention, recruits await the outcome of a fold and stow or sea bag inspection.*



The inspector is looking for detail. Again, he asks.

Hesitation. She's not so sure anymore. He waits impatiently. She responds.

"Admiral P.M. Hartington, sir."

She loses—correct answer is *rear* admiral.

Her face drops as he makes a note. Her CC glares.

There is no margin for error during personnel, locker, infantry or barracks inspections—no middle grade of C for average effort. It's a pass/fail system. Personnel and locker inspections are geared toward the individual recruit whereas the infantry and barracks varieties are aimed at the entire company. No matter which inspection the recruits are undergoing, the goal is to discover whether they are paying attention. Attention to detail takes discipline and discipline abounds at RTC, for it's the base on which recruit training is predicated.

The inspection is over. The CC orders the company out to the patio to await results. They file out quietly, then the talk begins. They think, "Everything went swell—we looked *good!*"

Five recruits stay behind in the compartment standing at attention, faces downcast. They're the ones who didn't pass. They're the ones who missed the questions or forgot to stencil.

"Hit the deck!" orders the CC. "Gimme 15 mountain climbers."

"Gimme 15 push-ups." They obey as the sweat drips from their foreheads, faces flushed.

Now they run in place, arms held straight out. Dog tags jingle.

"One-hundred-eighty counts a minute for three minutes, ladies—*get* those knees up!"

It's called "cycling"—a form of motivation. RTC prefers to call it "counseling—a motivational tool used to correct deficiencies." On the other end, it's simply a means of keeping recruits physically fit. The women's PT program is as rigorous as the men's though the exercises are in keeping with the builds of both sexes. The 32 periods of morning/afternoon physical training and three PT progress tests are mandatory for graduation. The final PT test in the recruit curriculum will find them tripling the exercises and run-



ning 2¼ miles in 23 minutes.

"When the CC said we were gonna have to run 2 miles in order to graduate, I thought, no way. But, RTC taught me to expect more of myself than I thought possible."—Christina A. Janis, recruit company commander.

"I don't know how I made that run, but I did. My shirt was still sweaty this morning. As for 'cycling'—I'd rather hit the deck than stand at attention."—Michelle G. Bucarich, recruit.

"You never know how much you have in you. I've been finding out here. If you drop your piece, you know you're gonna be doing push-ups."—Pamela J. Thomp-

*A recruit makes final adjustments to items before a fold and stow inspection.*

son, recruit section leader.

"When you get 'cycled' you know that you have to exercise together or start over. Even when you want to quit, you know you can't give up."—Beverley A. Hunley, recruit.

"When I first got here I couldn't run a block. If I ran a block I thought I'd die. Now all this running is pretty easy."—Sharon D. Gorhan, recruit.

The cycling is over. The remainder of the company files into the compartment.



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They get back on the line grinning.

"So—you thought this inspection was a lot easier than the time before, huh?" the CC booms.

"Yes, ma'am," the company choruses.

"Five hits out of 74 doesn't sound bad does it?"

"No, ma'am."

For the next five minutes, words are harsh as the disgusted CC criticizes, complains and yells about how terribly the company performed. She lays the guilt trip on them heavily, then stops, allowing the company to absorb all that's been said. Some feel hate, others feel a sense of unity and motivation returning.

"All right, company, get up here—move!"

They gather, heads low and sit on the deck in a semicircle as the CC settles into her chair. The CC's anger subsides and melts into understanding. Uneasy calmness invades the compartment.

"I'm not angry with you—just disappointed. You did this before and you did it well. Don't get hung up, don't let the inspectors bother you. Get back up and go on."

Counseling ends, depression fades, hands clap—the team spirit returns. An opportunity to rectify this personnel inspection will come again on the seventh week, second day of training. Meanwhile, there are other things with which to be concerned.

"OK, go to chow."

Weeks pass—more inspections, classes, firefighting and damage control, NBC warfare, PT and PT tests, pistol practice, cycling, new uniforms, more inoculations. They spend the fifth week carrying out fleet duties and routines (this was once called service week). Appointed to various offices, buildings and work spaces throughout RTC, they perform jobs ranging from master-at-arms to food service aides. It's a week designed to give them a better understanding of the daily, practical, administrative and routine functions of the Navy in general, by giving them the opportunity to work with staff personnel.

During the sixth week, the inspections become more demanding—barracks, fold 'n stow, locker and military drill. By this time the recruits are simply rehashing the

routine of the weeks before. The atmosphere has shifted to a total-team effort.

**"All of a sudden it seemed like everybody pulled together. On Sundays, we'd march to chapel, not as stragglers but as a company. No one wants to be a sore thumb in the crowd."**—Pamela J. Thompson, recruit section leader.

**"In the beginning, we nearly pulled each other's hair out. Now we're all on the same level; we all have to wear the same things and do the same things. Nobody gets preferential treatment. We all experience the same joys and hurts."**—Michelle G. Bucarich, recruit.

**"We have people in the company who were delegated authority and through the company's chain of command they were responsible for making sure we got things done—but it took awhile."**—Sonja D. Wroten, recruit.

*Below: Eyes straight ahead, thumbs on seams, belt on the gigline, a recruit awaits the scrutiny of the division inspector. Right: Full of spirit, recruits run their final 2¼-miler before they can graduate.*



Much of the seventh week is spent aboard the USS *Bluejacket*, a two-thirds scale model of a destroyer escort. While these women will not serve aboard a combatant ship, some will report to tenders or other non-combatants. They're still expected to know how to report aboard and depart and become familiar with general quarters, watch standing, the sound-powered telephone system and basic deck seamanship.

This is also the week that will culminate in the final PT and academic tests and perfecting the pass-in-review ceremonies.





It's a period of excitement. It's a time to reflect back on all that has happened in the last two months.

"Getting on that plane to come here was like one more step to being on my own. Walking through the gate was another way. I made it through all the 'cycling' and mental pressures without running to mom and dad. I'm proud of myself because before I got here, I really didn't think I'd make it."—Pamela J. Thompson, recruit section leader.

"Boot camp has changed me. I'm still not sure how, but the change is there.

For eight weeks we were under pressure and then some. There hasn't been an experience in my life like it."—Kathleen J. Miller, recruit section leader.

"I think more of other people now. I put myself in their shoes. Before I came in the Navy, I was fairly insecure, not really knowing what I wanted and where to go for it. I feel better about myself now knowing I can really go somewhere and make my own decisions."—Beverley A. Hunley, recruit.

"Throughout boot camp, all my values became even more important, and

I felt prouder than ever to be a young woman in this society. The pride and dignity I felt during graduation has yet to be surpassed by any former experience. Now I wear a uniform and it expresses my inner self to all around me—it reflects how I feel inside—sharp and together."—Sonja D. Wroten, recruit.

Perhaps Michelle G. Bucarich summed up the RTC experience best: "When I graduate, it won't be with 80 women, it will be with 80 shipmates."

—By JO1 J.D. Leipold





# Getting Ahead in the Med

Story by Anne Marie Hemlock  
Photos by Ron Gladski

To many crew members of the Sixth Fleet, the destroyer tender USS *Puget Sound* (AD 38) is a floating classroom. Through its educational services office, the flagship provides diverse ways for crew members to obtain high school and college credits.

Last year the ship made it possible for 85 Atlantic Fleet sailors to earn general education diplomas, the equivalent to a high school diploma. Other sailors earned 340 college semester hours through the ship administration College Level Examination Program.

In addition, the ESO helped sailors prepare for a shorebased education by providing entrance examinations such as the SAT, ACT and GRE. In all, the educational services office administered some 900 exams over a 6½-month period.

*Puget Sound* is able to make these educational opportunities available as the first Defense Activities for Non-traditional Educational Support testing center aboard a destroyer tender in the Mediterranean.

"We started out to make *Puget Sound* a full-service tender," said Captain Jerry M. Blesch, commanding officer. "One of the services we felt important was that offering education and testing to the ships alongside. This led to the establishment of the DANTES testing center on board and to many other successes."

Broadening the educational services available to the Sixth Fleet also led to expanded services on board. While under way, sailors aboard *Puget Sound* have a choice of more than a dozen courses taught by ship-riding professors or vocational teachers.

Shipboard courses, which are taught



under the Navywide PACE program range from English composition to advance photography. Courses are chosen based on the results of a survey of the crew's interests, plus an evaluation of whether the course will satisfy degree requirements.

"Anything you can get in the states, if we can find a place to teach it, we'll teach it," Navy campus Senior Education Specialist Beth Popham said. Popham and the ESO staff interview crew members regarding their educational and life goals and advise them of educational programs required to reach those goals.

"It's been a long grind coordinating and

Beth Popham, (left), Navy Campus senior education specialist; PN3 Kris Keebler and PN1 Cliff Colee get together to discuss one of the PACE courses offered on board USS *Puget Sound* (AD 38).

providing all the various services, but it's also been very satisfying," said Personnelman First Class Cliff Colee, an educational services office staff member and a recipient of the Navy Achievement Medal for his work.

With the service and professionalism *Puget Sound* offers, it continues to live up to its credo as the tender with a "Standard for Excellence."



# Port of Call— Hong Kong

Story by JO2 Glenn Jochum

Photos by PH1 Felimon Barbante and JO2 Jochum,  
PAO, Subic Bay, Philippines Seventh Fleet

Several decades after the disappearance of Suzie Wong, Hong Kong's special magic and mystique continue to captivate sailors who visit the British Crown colony.

Three recent visitors to the island city were the Seventh Fleet frigates, USS *Whipple* (FF 1062), USS *Brewton* (FF 1086) and USS *Rathburne* (FF 1057). As

the ships approached Hong Kong harbor, old salts "spun yarns" about previous port calls, leaving first timers eager to sample the night life or buy tailor-made clothes. The younger sailors wondered if Hong Kong would match their expectations as old-timers shared thoughts on how much it had changed.

Some sailors cited the crown colony's cleaner streets or the gradual decline of the rickshaw as evidence that Hong Kong has changed. Torpedoman's Mate First Class Terry Morse on *Brewton* hails from

*USS Whipple (FF 1062) at anchor in Hong Kong harbor.*



# Hong Kong

rural Wisconsin. "For liberty, Hong Kong is too big for me," he said. "It's like liberty in New York City."

There are certain precautions to be observed. Amateur photographers learn that many elderly Chinese residents resent having their pictures taken. Some believe that a camera actually "captures" their spirits.

From the standpoint of entertainment, the island city probably offers more diversity than any other Seventh Fleet port. Where else, for example, can you watch a game of cricket in the morning and a Chinese opera in the afternoon? How many industrial cities offer a peaceful 15-minute tram ride and the chance to make new friends along the way who are eager to practice their already-fluent English? A stroll in Causeway Bay may reward you with the sight of a patriarch carrying a cage full of singing canaries.

Dining? Well, it's a gourmet's paradise where fish 'n' chips can be enjoyed for lunch and Pekin duck can be had for supper. The list of foods to eat, places to see, entertainment to enjoy is endless, and years of port visits might not allow one to sample all that is available in Hong Kong.

"It can't be done," said Hull Technician First Class Bill Lamantry from *Whipple*. "This is my 18th visit."

For the less adventuresome, Boat-swain's Mate First Class Ken Maynard advised, "Go to Fenwick Pier. They can help you arrange tours of the city, either do-it-yourself tours or boat tours. You can also get maps, pamphlets and hotel rates there."

And, one can always fall back on the Royal Navy's China Fleet Club which U.S. service members have patronized for decades. The club's new location overlooks the Wanchai Sports Arena in an ultra-modern building adjacent to the harbor in Causeway Bay. Inside, you can buy everything from tailor-made suits and photographic equipment to eel skin wallets and Mikimoto pearls—all on one floor. The Navy Federal Credit Union, located in the club, will handle loans within 24 hours or open accounts within three to five minutes, according to the resident credit union representative.

Perhaps the least-known feature of the China Fleet Club is its mail-order service.



"We maintain records of a sailor's shoe size for a long time," said Nora Tangs, the club's contracting supervisor. "Twenty-five years after visiting Hong Kong, a person can write to us and get custom-made shoes to order."

Shopping bargains don't end inside the China Fleet Club though.

Although good deals are plentiful within the market places, many of which are tucked away on side streets and in alleys, buyer beware!

One sailor offered this cautionary tale: "Beware of the good deal—you can still get what looks like quality stuff, but it may be an imitation and not an authentic name brand. In 1959, vendors used to sell beautiful watches near Fenwick Pier. You'd be fortunate if it still ran the next day because the rubberband would be worn down. So you might get a (counterfeit) Rolex for \$50 (U.S.) but the workmanship inside would be junk."

Still, another sailor insists that you learn who the reputable tailors are from the staff at Fenwick. Then he added: "Ask for double-stitching and make sure you go back for a second fitting."

Nevertheless, the opportunities for good



deals abound in Hong Kong.

"I like Victoria Street in Causeway Bay where Thieves' Alley is," said Harrison. "All you have to do is walk to the Wanchai District from Fenwick Pier and catch a double-decker bus downtown (about 20 cents). That's where the best shopping is. I especially like the mainland Chinese markets. I went in there to look around once and came away with 10 pairs of black Navy socks for about \$1.50."

Probably the best information about Hong Kong will come from its year-round residents, everyday people such as the schoolteachers, taxi drivers and waitresses.

Alice Wong, who has lived in Hong Kong most of her 33 years, attempts to penetrate the riddle. "Hong Kong is more than a city," she said. "I can't say who Hong Kong belongs to. It's like a spirit without a body—it's a place for challenge, a place where you can have a good job, a good life. The people are very clever, with good business sense."

A taxi driver named Chang likes it when American ships visit. He says the sailors add to the cosmopolitan flavor of Hong Kong.





*Whether visiting sailors—TM1 Terry Morse, GM2 Lloyd Basilio and IC1 Larry Petrongelli (far left)—are walking the streets, viewing Kowloon and Hong Kong from Victoria Peak, or sampling the native food, the two cities are an experience of new sights, sounds, tastes and smells.*

After an exhilarating day of experiencing the throbbing pulse of the colony, you may choose to escape to one of many secluded pubs scattered throughout Hong Kong.

There, with a little imagination, you can peer into the past as one sailor did. On the back of a menu, he discovered the legend of Suzie Wong, a reminder of Hong Kong's mystique, which says: "There are many stories concerning the reality or otherwise of (Richard) Mason's enigmatic heroine, Suzie Wong. The one we like best is that she is alive and toothless and somewhere in Wanchai waiting for you. Suzie would be hitting 50 by now, but, as old China hands allege, that apparently is when life begins."

And so, Hong Kong remains ageless to the sailors of the Seventh Fleet.



# Women of Annapolis

By Jo Jones, Public Affairs Office,  
U.S. Naval Academy

"If they let women in here, I'll break my class ring," one Naval Academy graduate vowed when Congress was first considering women being allowed to enter the service academies.

Into that atmosphere, 81 women entered the U.S. Naval Academy in the summer of 1976, after Congress passed the entrance law. Of those 81 women, 55 stayed the course for four years and earned their own Naval Academy class rings.

Since the women midshipmen of the class of 1980 pioneered their way through the Naval Academy, formerly a male bastion of naval leadership training, the feeling is that things have gotten better for women in each succeeding class.

"After women came to the Naval Academy, we learned by experience what to do in a given situation," said Commander C.B. Slater, senior psychologist in the academy's professional development division. "Women midshipmen learned what their reaction could be when a certain action happened. Now there is the support of having women in the upper classes that wasn't there for the class of 1980 women midshipmen."

Lieutenant Junior Grade Janie Mines, a Supply Corps officer, is a member of that class of 1980 and the first black woman to graduate from the Naval Academy. "I've talked to some women from the class of 1984," said Mines. "The situation for women is better now from the standpoint that the academy administration has es-

tablished more rules and regulations about what midshipmen can and can't do.

"When I was there," she added, "everything was new. They didn't want to draw attention to us by doing anything special."

Mines, along with the other women midshipmen in the class of 1980, was very aware of her unique standing; many succeeding women midshipmen did not think of themselves as being in the minority at the Naval Academy.

"I never really thought about being one of a few women at the academy until I got here," admitted Nancy Thompson, who graduated this May. She was one of two women in her class to earn general engineering degrees and one of six women officers selected for flight training at Pensacola, Fla.

"Once at the academy, I realized all eyes turned to the woman within a group of plebes," said Thompson. "The men were more aware of us because we were still new. My class was the first to have women for all of the four years at the academy. By the time I entered, women were in the upper classes, and they were proving themselves in leadership positions."

According to Jackie Blackwell, a classmate of Thompson's, those upperclasswomen were reluctant to help women plebes despite their positions of responsibility, or perhaps because of them.

"When we were plebes, the upperclass-

women midshipmen were hesitant to help us out. They didn't want to show any favoritism," she remembered. "That hurt, but they had to do that," she admitted.

"Now we don't hesitate to help plebe women," said Jackie. "It's a kind of legacy we pass down. But there's no 'spooning'—where upperclassmen allow plebes to treat them as equals. We go through the proper chain of command, but we let them know we're there for them, besides telling them what to look out for and what to stay away from."

Slater acknowledges women at the Naval Academy are not without problems, but the chain of command is there for them, too.

"It's generally my impression," said Slater, "that women midshipmen catch negative comments from some of the other mids, but it is easier for women at the Naval Academy now. The administration is certainly very supportive of women; the Commandant of Midshipmen talks about the issues and makes every effort to get current information and feedback about whatever affects the brigade." (The commandant is in charge of the professional development of the 4,500-member brigade.)

Since 1976, there have been about 90

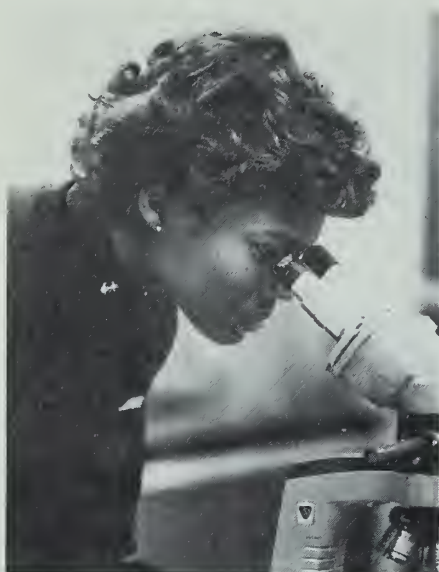
*Cheryl Dolyniuk was first regimental commander in charge of half of the 36-company brigade of midshipmen during the spring semester of her senior year. Dolyniuk is now an ensign.*







# Women of Annapolis



Midshipman Jacqueline Davis, oceanography major: "The academy is bringing out qualities I never knew I had."

to 100 women admitted with each subsequent class.

According to retired Rear Admiral Robert W. McNitt, the dean of admissions, "The number of women admitted each year is in response to the needs of the service. The Secretary of the Navy controls the number of billets women can be ordered to upon graduation, dividing those billets between Officer Candidate School, the Naval Academy and other sources to determine a proportion for each.

"Included in this determination," said Admiral McNitt, "is a calculation for attrition and how many new officers—male and female—go into the Marine Corps. We started out with 81 in the class of 1980, and now we're up to 100. Each year, each service has different needs; therefore, the numbers change."

With each succeeding year, women midshipmen feel less pressure about their status. According to Barbara Neumann, now in her third year, "Every year, everything gets better. The feeling of women midshipmen is 'leave us the heck alone; let us be.'

"The more women midshipmen are put in the limelight, the more women become the issue," she said. "It's never been a big issue for me. I'm proud to be a woman and proud to be here, but I don't really connect the two.

"I'm glad, however, I wasn't one of the

women pioneers here," she added. "They must have really had a rough row to hoe."

Thompson agrees. "I look at the women of the class of '80 and think they're terrific," she stressed. "I don't know if I could have made it through the academy in that first class."

Many of the women graduates from '80 are amazed that their successors hold them in such high esteem. One of them was overwhelmed by a standing ovation she received when introduced to a group of women midshipmen engineering majors. She visited them to talk about Navy career opportunities.

Women graduates of that first class are the first to admit it wasn't easy. "When I



Nancy Thompson, now an ensign in flight training at Pensacola: "I really learned to love the naval service."

was there," related Mines, "it was a sign of being a 'Big Man on Campus' to pick on the women. It was a crowd thing. The women mids were definitely under more stress than the males."

Dean McNitt substantiates that statement. "The first year I knew every woman who applied here almost as a member of my family," he stated. "I went through each application with a great deal of care to determine whether the person had the stamina to do what we asked her to do.

"Since that first year," added the dean, "women and men are identified as they appear before the admission board, but the board treats them exactly alike. Now we select women on exactly the same basis

as we do the men. The rationale for this is that the program here is exactly the same for all, with the exception of a couple of physiological differences.

"The President's Council on Physical Fitness advised us that the flexed arm hang for women measures the same as the pull-up for men. This is the only area where our admissions program is different."

According to Commodore Leon A. Edney, commandant of midshipmen, men and women are under similar pressures at the Naval Academy. Midshipmen are put under constant stress because high standards are expected of naval officers.

"When pressure is applied, we want to find out if they choose to avoid it and leave," Commodore Edney said. "The academy is a demanding, stressful experience, but it is designed that way. There are no plans for change.

"We feel our program is geared for the quality of the student coming in here," he said.

The women who have attended the Naval Academy to date have excelled in all fields, ranging from *Trident* scholars and all-American athletes, to holding top positions within the brigade.

A 1983 grad, Cheryl Dolyniuk is a case in point. A systems engineering major, Dolyniuk served as first regimental commander the second semester of her final year. She had charge of half of the 4,500



Jackie Blackwell as a midshipman; she's now in training to become an aviation duty officer: "The Naval Academy molds and tones up the rough edges."





*As a midshipman first class, Alison McCrary inspects her squad of 13 plebes. She was commissioned an ensign in May.*

member brigade. During her time at the academy, she played varsity volleyball each fall, competed on the women's varsity swim team in the winter and rowed on the women's varsity crew team each spring.

An all-American swimmer all four years and all-American in volleyball her senior year, she served as captain of both her swim and volleyball teams her final year at the academy. She began flight training at Pensacola last month. Her goal is to become a test pilot; her dream is to be a member of the Blue Angels.

What kind of woman would she recommend come to the academy? "Someone with common sense," said Dolyniuk. "I'd say someone who is independent, who likes to stand on her own two feet—and is athletic. The most hassle women here

get from men is that we aren't as physically capable. Intelligence is necessary, but I think the best quality for a woman midshipman is common sense."

Jackie Blackwell agrees, "Sometimes things are said to women that are off-key. You just have to know how to respond.

"All the plebes in my company—both men and women—worked together my plebe year," said Blackwell.

"Plebes love to turn the tables and get the upperclassmen," she grinned. "One morning we messed up morning chow call for them. The plebes stood in the hallway in each company area and woke everyone for breakfast at 2:30 a.m. instead of the usual 7:20 a.m. Half the firsties (seniors) were up and dressed before they realized what time it was."

"The class of 1982 was the last class

to be trained exclusively by males," Neumann pointed out. "Each class develops depending on who trained them. It just takes time for the overall feeling to be better."

Neumann added, "I spend zero time thinking of my 'plight' in relation to guys. Being a midshipman takes so much energy that if you worried about your rights all the time, you wouldn't have time to do all the things you have to do." Second Classman Neumann, an English major studying Chinese, plays contrabass bugle in the Midshipman Drum and Bugle Corps and has had leading roles in the two Glee Club musicals. She is a member of the

# Women of Annapolis

Catholic Choir, sings in a variety of midshipman concerts and was chosen to sing the national anthem at the 1982 Army-Navy Football Game.



*Midshipman Barbara Neumann, an English major, studies Chinese with Professor Daniel Lee.*

"Some of the women find a way to belong at the Naval Academy by becoming 'one of the boys,'" said Mines. "Not me. I'm a woman and want to stay that way. You have to adapt to the situation and make your own world in a limited environment."

After graduation, Mines found "the camaraderie enjoyed by academy grads extends to all classmates—male or female. In fact, I've found that my male classmates take a very protective role toward their women classmates. They treat us as brother officers."

"Some males had never attended co-educational schools before coming to Annapolis," Dean McNitt said, "but all midshipmen, whether men or women, have common interests in coming to the academy."

"They come here and, after a while, it seems sort of difficult for the men to accept the fact that women can be professionally equal or even professionally superior to them. This, I think, is part of the problem."

"Whether it develops here or back home, it's hard to say," he added.

"The main issue that men have to ac-

knowledge, as midshipmen and in the service," Dean McNitt continued, "is that women are capable of being equal professional colleagues. Once that's intellectually acknowledged, they can move on and serve more senior women in a position of responsibility or they're capable of commanding women."

According to the academy's most recent (class of '83) Midshipman Brigade Commander Frazier W. Frantz, the biggest positive point of women at the Naval Academy is that they raise the level of competition.

"I respect women at the academy," he said. "I know what it takes, and women need the same qualities as men, such as integrity and consistency."

"Women at Annapolis are a positive thing," stressed Mines. "It helps the male midshipmen to have women educated along with them. They need to learn how to work with women because they will have to work with them in the fleet."

The converse is true too. Writer Joseph Conrad is quoted as saying, "Being a woman is a terribly difficult trade, since it consists principally of dealing with men."

"It's not the mission of Annapolis to provide officers just for warfare. The mission is to provide the Navy with good professional officers. A woman can be just as professional as a man," Mines affirmed.

Women choose to attend the Naval Academy because the career opportunities available to them upon graduation are numerous and varied, although somewhat restricted. The law prohibits women from serving aboard combat ships or aircraft. Women officers may not be permanently assigned to a combat ship, an aviation squadron with a combat mission or any unit with a strictly combat-oriented mission. They may, however, serve in support ships and in air squadrons whose primary mission is other than combat.

"While we were at Annapolis, there was a lot of positive talk," said Mines. "Women hoped they would eventually be allowed to go to sea, thus enhancing their career patterns. When we graduated, the emphasis there was toward surface line."

"There is a definite problem for women in the line community," continued Mines.

"The women who went to the Naval

Academy are looking for a challenge, but those in the line community are restricted."

"Now I've noticed the professional development division at the academy is telling women midshipmen about other types of career patterns open to them. The Navy is finally facing facts that the women midshipmen need to be aware of opportunities in fields that offer their best options."

Dean McNitt substantiates this. "There's been a lot of emphasis on career development and service selection at the academy—for men as well as women midshipmen. Now the academy gives them all kinds of intensive preparation for service selection so they can make intelligent career choices."

"Service selection was not always based on a logical progression of what you wanted to do. Often it was based on what looked good to a young person," he added.

In an address to the first class of women to enter the Naval Academy, Vice Admiral Thomas J. Kilcline, then Chief of Legislative Affairs, said, "As you consider your futures in the Navy, you know that many of the doors have in fact been opened. Twenty of the 24 designator communities are open to women officers."

"The women aviators on active duty are flying jets, props and helicopters. Women line staff officers are serving on board non-combatant ships. The Navy is also training women for the special operations community . . . explosive ordnance demolition, diving and salvage."

"All doors are not open yet, but then you knew that when you joined," he continued. "You had enough courage and faith in yourself to come here and seek this career; you should be the ones who have the persistence to keep pushing and the ability to prove it can be done."

Women will continue to enter the U.S. Naval Academy for the same reason as men: for the challenges which the program offers.

"Women at the Naval Academy do well in terms of education and are doing something they find interesting and exciting," said Slater. "But the word is out that they pay an extra price in some verbal comments and social isolation."

"However, the women who enter the Naval Academy figure it is still going to be worth it."



# Pratt's Work Reaches All

Story by Cmdr. Edmund Pinto, USNR

Photos by PH3 Ralph P. Fitzgerald

The old man and the boy were separated by generations and hundreds of miles. For a short time, however, even though they would never meet or know one another, they shared a common experience, thanks to the men of USS *William V. Pratt* (DDG 44).

The 10-year-old boy, an orphan in Tela, Honduras, lived at a ramshackle school where teachers and volunteers hoped to teach him a trade. Because of an especially hard life, he was indifferent to his surroundings—until sailors from the Charleston-based guided missile destroyer came to Tela to paint and repair the school.

The boy's eyes brightened as he saw the outside of his school take on a new appearance of pastel green with red trim for the windows.

"Now we are better than everybody else because the U.S. Navy came to help only us," the boy said. To those at the school, it appeared the boy held his head a little higher and his back a little straighter as he held the hand of a *William V. Pratt* sailor. It seemed as if a little paint and friendship had given him hope.

The old man in Limon, Costa Rica, walked with the stooped gait of the aged. His smile was gap-toothed, his skin was weathered, and his clothes hung loosely. He had survived poverty and a harsh life—the same existence, no doubt, lies ahead for the 10-year-old in Honduras.

Still, like the boy, the old man was moved by emotion after a working party from *William V. Pratt* appeared one day

*Cmdr. Robert Bell, commanding officer of USS William V. Pratt (DDG 44), helps distribute clothing, medical supplies and food in Costa Rica.*







in his neighborhood. They were there to tear down and rebuild the remains of a foot bridge over a river that separated his barrio from the rest of Limon. For months, residents carrying bundles and babies had tightrope walked across the planks of the bridge not washed away by a flood.

Within hours after *William V. Pratt's* work party had arrived, the rebuilt bridge firmly spanned the river, painted in a distinct Navy gray.

The old man told the sailors, "For me, and in the name of the town, I want to express our gratitude for this work you have done. No one else would have done this for us. Thanks to God and to you, the job has been done. May God protect your journey."

The old man and the boy were symbols of the *William V. Pratt* missions. New paint appeared on schools in four countries. Plumbing was repaired. Tables and chairs were built by the crew.

"Most of these places have seen only one U.S. Navy ship in the last 10 years. Now we're giving the people a chance to see us up close. We're meeting a lot of

them and we're showing them we care," said Commander Robert Bell, *Pratt's* commanding officer.

"As far as the actual projects are concerned, the physical results will fade as the paint wears away," said the ship's executive officer, Commander Jim Barton.

"But the impact that the sailors had in the communities, particularly on the children, will last a lifetime," said Barton. "That's the thrust of community relations projects. The point is not necessarily to get out there and paint, repair chairs, fix plumbing or rewire buildings, but to show the people and the children that these are Americans who care. They'll always remember Americans for their kindness."

The exercise Caribbean Ready Ship—Jan. 17 to Feb. 16—took the ship to four Central American ports: Limon, Tela and Santo Tomas, in Guatemala, and Belize City, Belize.

In each port, the crew distributed clothing, medical supplies and food. They held parties on board the ship for orphans, conducted tours for thousands of local residents, and played basketball, soccer and



*One of Pratt's four port calls in Central America meant ice cream and cake for Guatemalan orphans and sharing in dance festivities in Honduras.*

softball against local teams.

On liberty, the men were treated in turn to parties, receptions, boat trips and sight-seeing, including visits to ancient Mayan ruins. But for all the recreational activity, the community relations projects and the chance to mingle with local residents in a meaningful way appeared to attract the most enthusiasm.

Leading the work parties in the four countries were two officers assigned to the ship specifically for the cruise. Their work experience was far removed from that of construction foremen.

Lieutenant Commander Bob Harris is a doctor assigned to the Naval Regional Medical Center in Charleston, S.C. Lieutenant Keith Whitney, a chaplain, is assigned to Commander Destroyer Squadron Four. Their reactions to the projects were similar to those of others.

"The work that was accomplished was fine," Dr. Harris said. "But if we didn't light a spark in the people to keep those places up themselves, we failed. Then we didn't accomplish anything."

Chaplain Whitney saw success from the point of view of the crew.

"The thing that struck me was the enthusiasm of the guys. I was really surprised that they were anxious to go out and work rather than go on liberty. They



Pratt takes on visitors in the port city of Limon, Costa Rica. Below: Sailors from Pratt visit the ancient Mayan ruins in Santo Tomas, Guatemala.

wanted to build memories; they wanted to build something and help someone.

"For the crew, the work was as much an eye-opener for themselves as it was for the local population. At one site, a woman came up to sailors wielding paint brushes.

"Crazy Americans," she said. "Nobody works in this heat. It is a great thing you are doing, but why are you doing it?"

To understand why, she had only to talk with some of the work parties.

Petty Officer Third Class Roger G. Larmer had one explanation. "We were there to help each other, people to people. The people were great. One guy came out of his house with a bunch of coconuts and gave them to us to drink."

Asked why he gave his time, Petty Officer Second Class Ollin L. Landers spoke of the bridge in Limon and a father with five children struggling to get across. "Navy men rigged a line and began hauling the kids over, hand-to-hand, one-by-one," he said.

To Landers, repairing the bridge was his way of helping others less fortunate.

People joined the effort at all the work sites, although at first they stood around just staring at the Americans. Then one would smile, then another, and soon the ice broke and they all pitched in to help.

Children swarmed all over the work crews, snatching white hats and *Pratt* ball



caps from sailors who only halfheartedly tried to fend them off.

Petty Officer Third Class James W. Mailman recalled a sidewalk foreman who eyed the new paint job critically. Then he congratulated the sailors. "'Thanks for making our community better,' he told us," Mailman said. "Then he hesitated, looked around and added, 'Personally I would prefer another color, but it's OK.'"

"The image we have portrayed is a good image," said Chaplain Whitney. "But the most unfortunate thing is that it's been only one day and one project in each country. Still, our work shows them that this is what Americans can do, this is what we've done for them.

"I guess I'm worried about whether this kind of thing will last. The paint on the schools will fade, the plumbing will break

again, and the bridge in Limon will eventually collapse."

Bell had an answer. "With continued visits such as these, the spirit will continue."

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Extending a helping hand to U.S. neighbors to the South did not end with the conclusion of the *USS William V. Pratt* (DDG 44) visit to Central America. A day before the ship was due to arrive back at Charleston, it rescued two Cuban refugees who had fled the island nation in a small boat in early February, only to have the boat's motor fail shortly after they had set out for the United States.

The men had been drifting for nine days and were in the Gulf Stream heading northward when Lieutenant Junior Grade Richard Petersen spotted them while he was serving as officer of the deck. When *William V. Pratt* pulled alongside, it was learned that the men had survived without food and water, except for the rainwater they could collect. They had drifted through two storms with seas as high as 20 feet. A third man who had set out with them was lost during one of the storms.

Once on board the guided missile destroyer, the two men—Orlando Otero Hernandez, a commercial airplane pilot from Havana, and Pedro Julio Garcia Cepeda, a truck transportation manager—were treated for exposure and dehydration. They were taken to Charleston where they were turned over to U.S. Immigration authorities.

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# Navy Hispanics— A Wealth of Talent







"Two of the 10 most significant things that are going to change your life in the next decade," said Deputy Assistant Secretary of the Navy for Manpower Ellison C. Grayson, "are learning how to use a personal computer and speaking a foreign language. And the best foreign language you can learn is Spanish."

Grayson made this remark last May at a joint meeting of the Association of Naval Services Officers and IMAGE—Incorporated Mexican-American Government Employees—in Baltimore.

The association and IMAGE—which includes Hispanics of all ethnic origins (Mexican-American, Latin American, Cuban, Puerto Rican and Spanish) from around the country—met May 24-28. The convention was designed to promote Hispanic employment within Department of the Navy activities.

ANSO was founded in 1981 by active and reserve Navy and Marine Corps officers because of concerns expressed by the Navy about the small

number of Hispanics applying for officer programs.

Former Secretary of the Navy Edward Hidalgo convened a conference in Annapolis, Md., in 1980 to discuss problems confronting the naval service in recruiting Hispanics for officer programs. The next year ANSO was established and currently serves as a link between the Hispanic community and the Navy and Marine Corps.

An older group, IMAGE held its first national convention in Denver in 1973. The Navy's Hispanic employment managers met on May 24-25. According to Babil Arrieta, the Navy's Hispanic employment manager, the goals of the seminar were:

- Promote and seek broad development of civilian government employment,
- Enhance program manager skills,
- Provide information and guidance on current initiatives/changes and
- Assure that Hispanic representa-

tion within Navy activities is equitable to the representation of Hispanics within the labor market where the activity is located.

The opening ceremonies were highlighted by a performance by the "Sea Chanters," official chorus of the U.S. Navy Band. Speakers included Secretaries Hidalgo and Grayson; Vice Admiral Lando W. Zech Jr., Deputy Chief of Naval Operations for Manpower, Personnel and Training; Marine Brigadier General Carl E. Mundy Jr.; Rear Admiral James D. Williams, Commander, Navy Recruiting Command; Rear Admiral Paul J. Mulloy, director of Human Resource Management, NMPC; and Commodore Diego E. Hernandez, Commander U.S. Naval Forces Caribbean.

Key participants included ANSO President, reserve Commander Ramon Garcia; IMAGE President David Montoya; retired Navy Captain Sam Baez; Gloria Guzman, National IMAGE



*Former Secretary of the Navy Edward Hidalgo (above) addresses the ANSO/IMAGE conference. Right: Commodore "Duke" Hernandez receives a standing ovation—he's the Navy's senior Hispanic active duty line officer.*

# Navy Hispanics

Conference Coordinator; reserve Commander Rosendo Gutierrez; Commander Dan Salinas, Special Assistant for Officer Programs, Office of the Assistant Secretary of the Navy; and Lieutenant Commander Jose Betancourt, Special Assistant for Hispanic Affairs, Office of the Chief of Naval Operations.

Topics discussed ranged from recruiting to education. Admiral Zech spelled out objectives with regard to Hispanic recruiting. "We are actively recruiting Hispanic men and women not for the sole purpose of meeting goals or making quotas. We want Hispanics in the Navy because they represent a wealth of talent which has been overlooked for too long.

"We know that there are tremendous opportunities for training and education in both officer and enlisted ranks."

In 1977, the first year accurate statistics on Hispanic recruiting and retention were kept, the Navy had 13,780





Hispanic enlisted and 365 officers. This represents 2.7 percent and .59 percent, respectively, of total-force strength. According to the 1978-1979 census and Department of Education statistics, the Navy determined there should be 6.4 percent enlisted and 3 percent officers in order to properly reflect the demographic population of

the nation. Fiscal year 1988 is the targeted year for meeting those goals.

Since 1977, using the Navy's Affirmative Action Plan, the number of Hispanic officers has increased from 365 to 633 (as of March 31, 1983). The number of enlisted people rose from 13,780 to 16,204. The new figures represent enlisted and officer end-strength percentages of roughly 3.4 percent and .9 percent, respectively.

According to Admiral Zech, "With the support of IMAGE and ANSO, I am convinced that working together we can and will achieve our mutual goals."

Following the seminars, Admiral

Zech and Admiral Mulloy were presented with the "IMAGE President's Award," given annually to recognize superior achievement of those who have made significant contributions to the advancement of Hispanics in both government and military service.

"There are opportunities to weave the Hispanic heritage more firmly and visibly into the collective American heritage," said Secretary Hidalgo. "We find a way within our characteristic Hispanic individualism to speak with a unified voice and to act with a unified purpose."

—By JO2 Russell Coons

*Left: ANSO President Cmdr. Ramon Garcia, Secretary Hidalgo and Commodore Hernandez preview Adelante—a magazine about Hispanics in the Navy. Lower left: ANSO/IMAGE delegates enjoy lunch during the convention. Below: Delegates from around the country greet Commodore Hernandez following seminars on opportunity in the Navy for Hispanics.*



# Sailors, Marines Help Rebuild Beirut

—By SSgt. R.C. Bernal, Camp Lejeune, N.C.



Before sectarian fighting interrupted the Lebanese lifestyle, Beirut was one of the most prosperous cities of the Middle East. Once considered by travelers as an ideal spot along the Mediterranean coastline for vacations and conventions, the city is now populated with stoic refugees and war-weary residents trying to pick up the shattered pieces of lives and property.

They are getting help from the Sixth Fleet sailors and marines who form the U.S. contingent of the Multinational Peacekeeping Force. It began as an early Christmas present for several needy West Beirut community service facilities. Armed with shovels and brooms, screwdrivers and hammers, the American military men began a cleanup on Dec. 23, 1982, which developed into the Humanitarian Concerns Program.

"When we first approached the community, there was a little bit of a surprise," said Lieutenant Francis Webster, officer in charge of the program. "I guess they had forgotten about people helping people."

The workers' first project was to rebuild a boys' school. Swings no longer hung on the playground, the slide was knee-deep in rocks, and all that remained of the basketball court was a bullet-riddled backboard, knocked askew by shellfire.

"When we came, this place was like a battlefield," Webster said. "During the war, it was a military position. We've been working here over a month, and it still looks like a battlefield."

Inside the war-torn frame building, Seaman Doug Ewald swept around a battered

*This pile of boards and steel framing is disappearing because of efforts by sailors and marines of Combined Task Force 61 working as part of the Humanitarian Concerns Program at a boys' school in Beirut.*





*Left: Putting the pieces back together in a Beirut rehabilitation center, sailors from Combined Task Force 61 tighten the nuts and bolts of wheelchairs. Below: Sailors from the USS Sumter (LST 1181) and USS Shreveport (LPD 12) shovel debris at the Beirut boys' school.*



chalkboard. "The first time I came here I said, 'No way,' but it's shaping up little by little," he said.

"Right now, we're mostly cleaning up. I feel that every little bit we can do will help. If these kids are going to have a chance, they have to get back to school. With the stuff they've gone through, they need this chance," he said.

Ewald and other sailors from USS *Sumter* (LST 1181) leave the Marine perimeter several times a week to work at the school, located north of Lima Company in the Beirut suburb of Hadath. While volunteers work at the boys' school from sunup to sundown, others work in another building across town.

Unlike the school, this building, originally a social rehabilitation center for the handicapped, was barely damaged, but the facility's equipment was badly neglected during the recent fighting.

"It's a slow process, fixing the mechanical pulleys, checking out the electrical stuff and replacing all the broken equipment," said Navy Lieutenant Charles Brown.

The chaplain assigned to USS *Shreveport* (LPD 12) added, "This place is where our help is most needed because they can't fix it themselves. These Navy men come here to work; there's no goofing off.

Sometimes some of them get so wrapped up in their work that they forget to break for lunch," he said.

"We put in a full day's work here and then go back to the ship to our duties there. It's worth it. We get a heck of a lot of personal satisfaction from it also."

The center's staff once served 300 patients and ran several schools for students from age 3 to 18. The center's director hopes to see it in full operation soon. "It's a big job and a lot of work," he said, "but it can and must be done. Our people need

it. It's very difficult to find skilled people, but the U.S. Navy provided them."

The volunteer program isn't just helping the Lebanese community, it also helps the Navy men who volunteer. Webster said one reason the program was started was to get the Navy men ashore and get them personally involved in operations.

"And it's working," Webster said. "The guys are really enjoying it. The feedback I'm getting from them is not just about getting off the ship but concerns actually helping the people. That's a nice feeling."

# The Navy Remembers

*In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected events important in Navy history. In this issue, we look at some significant July events.*

July, the month in which we celebrate our independence, is also a time for remembering significant naval events such as the birth of one of our earliest naval heroes, John Paul Jones, born July 6, 1747. John Paul (who later added "Jones" to his name) is usually thought to be an American, but he was actually born in Scotland. At the age of 12, he shipped to the American colonies as a cabin boy. At 19, after serving an apprenticeship, Jones returned to the sea to serve in merchant vessels until, on Dec. 7, 1775, with the outbreak of hostilities between Great Britain and the colonies, he was commissioned a lieutenant in the Continental Navy.

During the Revolutionary War, he served aboard the *Alfred*, the Navy's first ship, and, upon being promoted to captain on Oct. 10, 1776, he commanded the sloop *Providence*. On June 14, 1777, he was appointed to the *Ranger*, seeing much action in British home waters in 1778. In 1779, he was given command in France of a refitted French East Indiaman that was to secure for him enduring fame—the *Bonhomme Richard*.

On Aug. 14, 1779, he sailed in the 40-gun *Richard* together with the Continental Navy frigate *Alliance* and three French warships around the British Isles, capturing a number of prizes. Then, on Sept. 23, 1779, off Flamborough Head, England, he met a Baltic trading fleet with its two armed escorts, one of which was the new 44-gun *Serapis*.

Although heavily outgunned and outmanned, Jones maneuvered in close and lashed the ships together. Cannons blazed at terrifyingly close range. Toward the end of the 3½-hour battle—one of the bloodiest, hardest-fought naval battles of the 18th century—only three guns on the *Richard* could be fired, but sharpshooters in the rigging kept the open deck and the quarterdeck of the *Serapis* clear.

In the next few minutes, the British were to experience a new style of attack. One quick-thinking American sailor climbed over from the rigging of the *Richard* to the main yardarm of the *Serapis* and dropped a grenade into an open hatch. Powder and cartridges brought up from below lay where the grenade landed and the subsequent explosion killed about 20 British officers and seamen.

Rumors spread on *Richard* that she was on fire below decks and sinking. The British prisoners of war on board were released, everyone was yelling, and because of the commotion, the captain of the *Serapis*, Captain Richard Pearson, called to Jones, "Sir, do you ask for quarter?" Jones responded, "No, sir, I haven't as yet thought of it, but I am determined to make you strike." Earlier in the battle, when the two ships first ran afoul of one another, Jones reportedly uttered his famous words: "I have not yet begun to fight."

The remaining cannons on *Richard* roared with renewed strength until Pearson himself ventured out on deck and

hauled down his colors.

So impressive was the American's victory that Jones, son of a humble gardener, was received at the court of King Louis XVI and Queen Marie Antoinette. When he returned to America, he was given command of the largest and most powerful ship in the Navy, the 74-gun ship of the line, *America*. Jones, unfortunately, was never to command the impressive ship in battle as he desired. Stirred by the loss of a French ship, the Congress decided to present the new vessel to our staunch ally, France.

## Farragut, U.S. Navy's First Admiral

David Glasgow Farragut became the Navy's first full admiral on July 25, 1866. So great was the admiration of this naval hero that by act of Congress the rank of admiral was created in the U.S. Navy and conferred for the first time. It is said that Farragut planned so discriminately and worked out details with such patience that he was near victory before a gun was even fired in an engagement.

Farragut's most memorable words came during the battle of Mobile Bay in 1864. In attacking Fort Morgan, Farragut's advancing line of ships had to pass a dangerous area of torpedoes which today are called mines. The lead vessel, the ironclad monitor *Tecumseh*, struck a torpedo and disappeared in seconds. The wooden ship *Brooklyn* then stopped, threatening to halt



the attackers directly under the powerful guns of Fort Morgan. Farragut realized that if they tried to turn back, the delay would cause the destruction of much of his fleet, so he ordered his own flagship, the *Hartford*, to maneuver around the *Brooklyn*. As he passed, sailors cried out warnings that there were torpedoes ahead.



Making the most critical decision of his naval career, Farragut shouted back, "Damn the torpedoes! Full speed ahead!" And sail ahead they did. Not another torpedo exploded and the confused column of ships straightened out and passed Fort Morgan to engage and defeat a large Confederate fleet.

Farragut's victory at Mobile Bay and Sherman's march to Atlanta so encouraged the war-weary Union that President Lincoln proclaimed a day of thanksgiving and prayer in hope for a quick end to the war.

### First World War II Shelling of Japan

On July 14, 1945, the Japanese mainland was shelled for the first time, signaling the final days of World War II. The battleships *Massachusetts*, *Indiana* and *South Dakota* along with heavy cruisers *Chicago* and *Quincy* and nine destroyers zeroed in on the iron works in Kamaishi, Japan, 275 miles northeast of Tokyo. Damage was inflicted on 342 planes, four ships and 15 airfields.

### First Jet Lands on Carrier



On July 21, 1946, the first jet to land on a carrier, the USS *Franklin D. Roosevelt* (CVB 42), was piloted by Lieutenant Commander James L. Davison. In 1910, the Navy had flown a biplane from the makeshift wooden runway on the cruiser *Birmingham* and, two months later, landed a biplane on the cruiser *Pennsylvania*. In 1934, the Navy built the first true aircraft carrier from the keel up, the *Ranger*. The advent of the carrier task force later proved invaluable in winning World War II in the Pacific.

Since the first jet landed on a carrier, naval aviation has seen two great advances in the design of carriers—the angled decks

for takeoff and landing and the installation of the steam catapult. Today, aircraft carriers and patrol aircraft are considered the backbone of our fleet.

### Ex-Navy Pilot First to Walk on Moon

On July 20, 1969, Neil Armstrong, a former Navy pilot and flight commander of Apollo XI, became the first man to walk on the surface of the moon. At 4 p.m. EDT, he walked down the ladder of the lunar module, *Eagle*, placed his foot on the surface and said, "That's one small step for man, one giant leap for mankind."

—By JO1 Dale Hewey





# Mail Buoy

## Editor's Note

In "Molders Pour It On" (April 1983), reference was made to the use of asbestos gloves.

According to the Naval Sea Systems Command, the Navy's policy is for use of only non-asbestos materials to the extent approved materials are available. Naval stock numbers and procurement specifications for non-asbestos heat protective gloves and mittens are:

Gloves, Heat Protective (MIL-G-44013)  
NSN-8415-01-092-3910

Mitten, Heat Protective (MIL-M-11199)  
NSN-8415-01-092-0039

Additional supply information can be obtained from Ships Parts Control Center (SPCC), Code 054211, Mechanicsburg, Pa. Autovon 430-6194.

## No Liberty Cuffs

SIR: With the re-issue of the jumper-style uniform, there is a resurgence of sailors wearing liberty cuffs. Could you please clarify what designates the wearing of these?—HM2 Patrick McGuire, USNR

*The Navy has never sanctioned the decorating of the inside cuffs of the blue dress jumper. This custom has its origins with civilian tailors wishing to drum up business with sailors on liberty. Fact is, the Navy has always frowned on this practice—such cuffs are simply not part of the naval uniform.—ED.*

## Say It with Pride

SIR: During our off-duty hours in London, my friends and I are often asked where we work, what we do. Some of my friends say, "I'm a secretary with the American Embassy." When I am asked, I answer, "I'm in the Navy. I'm a yeoman."

Sometimes my friends don't approve of my straight answer. But nothing strikes up the mean streak in me faster than for someone to respond, "A yeoman? You mean a glorified secretary."

I am not a secretary. I am a yeoman, which, in my opinion, entails a lot more than just

typing proficiently, answering a telephone, and taking dictation. It involves a lot of hard work, long hours, headaches and fortitude that a 9-to-5 civilian secretarial position will never have.

In my mind, to tell someone that I am just a secretary is about as ridiculous as my captain telling someone that he "just runs an office." He is proud of his position and his rank in the service. Why shouldn't he be. It took a lot of hard work, outrageous hours and the ability to "roll with the punches" for him to get where he is today, just as my career with the Navy does.

I will never forget what my company commander told us in boot camp: "From here on, whatever you do in the military is going to be important. You are supporting your country voluntarily—that makes you very special people."—YN3 Jessieka D. Serrano (Beehn), CinCUSNavEur London

# Reunions

• **Naval Reserve Association**—30th annual conference Sept. 1–3, 1983, Phoenix, Ariz. Contact Capt. R.L. (Bob) Beskind, NRA Headquarters, Suite 307, 110 N. Royal St., Alexandria, Va. 22314; telephone (703) 548-5800.

• **Patron Five Reunion Association (VP 5)**—4th annual reunion, Sept. 3–4, 1983, NAS Jacksonville. Fla. Contact Patron Five Reunion Association, PO Box 2071, Orange Park, Fla. 32067.

• **USS Alcor**—Reunion Sept. 9–11, 1983, Gettysburg, Pa. Contact Glenn H. Whaley, 91 Meade Drive, Lake Heritage, Gettysburg, Pa. 17325; telephone (717) 334-0213.

• **USS Little (APD 4)**—Reunion Sept. 6–9, 1983, Reno, Nev. Contact William (Nick) S. Matthews, Route 7, Box 824, Pensacola, Fla. 32506; telephone (904) 456-5029.

• **USS Wasp (CV 18)**—Reunion Sept. 16–18, 1983, Boston, of World War II ships company and air groups. Contact Bob Reilly, PO Box 83, Tufts University Branch, Medford, Mass. 02153.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Sept. 22–24, 1983, San Diego. Contact Keith Taylor, 858 Auburn Ave., Chula Vista, Calif. 92010; telephone (619) 421-5844.

• **USS West Virginia (BB 48)**—Reunion Sept. 8–10, 1983, HMS *Queen Mary*, Long Beach, Calif. Contact Chet Walczak, 11932 Wallingsford Road, Los Alamitos, Calif. 90720; telephone (213) 430-2322 or Lou Grabinski, 1023 Appleton, Apt. 2, Long Beach, Calif. 90802; telephone (213) 436-5059.

• **USS Dixie (AD 14)**—Reunion Sept. 8–11, 1983, Portland, Ore. Contact James Thatcher, 2185 Ingrid Ave., San Diego, Calif. 92154; telephone (619) 424-6591.

• **LST 335**—Reunion for all crew members Sept. 9, 1983, Idaho Falls, Idaho. Contact LeRoy A. Swan, 1025 S. Fourth St., Aurora, Ill., 60505; telephone (312) 892-5785.

• **USS Savannah (CL 42)**—14th annual reunion Sept. 9–11, 1983, Gulf Shores, Ala. Contact Murray C. Flanders, Route 1, Box 157-W, Semmes, Ala. 36575.

• **USS Metcalf (DD 595)**—Reunion Sept. 9–11, 1983, St. Louis. Contact John M. Chittum, 350 S. Walnut St., Huntington, W.V. 25705; telephone (304) 523-6963.

• **USS Haven (AH 12)**—Reunion Sept. 9–11, 1983, San Diego. Contact Chief Boatswain's Mate N.E. Barton, Ret., 4628 Lenore Drive, San Diego, Calif. 92115; telephone (619) 583-6516, or Nurse Mary Cermak, 1010 Berum Lane, Apt. 6, Reno, Nev. 89509; telephone (702) 827-6740.

• **USS Anthony (DD 515)**—40th Reunion Sept. 9–11, 1983, Philadelphia. Contact Joe Williams, 307 Woodbine Ave., Westville, N.J. 08093 or Pete Boyd, 919 Crosswicks Road, Jenkintown, Pa. 19046.

• **USS Gambier Bay (CVE 73)**—Reunion Sept. 15–18, 1983, St. Louis. Contact Tony Potochniak, 1100 Holly Lane, Endicott, N.Y. 13760; telephone (607) 748-3284.

• **USS American Legion (APA 17)**—Reunion Sept. 15–18, 1983, San Diego for World War II veterans. Contact John N. Zuella, 7434, 10th St. No., St. Petersburg, Fla. 33702; telephone (813) 522-0780.

• **USS Wasp (CV 7)**—Reunion Sept. 16–18, 1983, Denver. Contact Duffy McDonough, 425 S. Michigan, Big Rapids, Mich. 49307.

• **USS Saratoga (CV 3)**—32nd annual reunion Sept. 16–18, 1983, San Diego. Contact P.R. "Tony" Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **USS Quincy**—Reunion Sept. 22–25, 1983, Seattle. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.

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Navy tosses out first ball. Master Chief Torpedoman's Mate Jim Brewington, chief of the boat of the nuclear-powered submarine USS Cincinnati (SSN 693), tosses out the first ball to open the baseball season for the Cincinnati Reds. The ball had been on the submarine for nine months and some 50,000 miles. The Reds have been the submarine's "home" team since the Cincinnati's commissioning in 1978. Cincinnati beat the Braves 5-4. Photo by JOCS Bob Rainville.



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# ALL HANDS

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A Look at Bangor



## CHIEF OF NAVAL OPERATIONS

### Equal Employment Opportunity Policy Statement

The policy of the United States Government is to provide equal employment opportunity for all persons regardless of race, color, national origin, religion, sex, age, or non-disqualifying physical or mental handicapping conditions. The Department of the Navy's equal employment opportunity goals and objectives fully support this policy.

I am personally committed to the principles of equal employment opportunity and encourage full utilization of the skills of every Navy employee, including handicapped persons and disabled veterans. I encourage command initiatives to implement these principles and I expect positive and effective action to achieve our affirmative action goals.

During the past decade, we have had some success in improving Navy's EEO posture. We are beginning to change our work force profiles with respect to the numbers of minorities and women we now employ; however, our rate of progress must be improved.

In the next few years we must make considerable improvements in such areas as women in non-traditional occupations, minorities and women in all occupations and grades where under-representation exists, with emphasis on increasing qualified minorities and women in supervisory and senior level positions. Additionally, we must increase the hiring of handicapped individuals and provide reasonable accommodation for those employees who now find themselves with handicapping conditions.

The obligation to support the equal employment opportunity program and to carry out a successful affirmative action effort is shared by all personnel, both military and civilian, but especially by managers and supervisors who continue to provide organizational leadership. Such individuals have significant responsibilities which require decisions and actions consistent with the principles and intent of the Navy's EEO program.

I look forward to your full cooperation and achievement consistent with the high standards of the Navy Department.

A handwritten signature in dark ink, reading "James D. Watkins". The signature is written in a cursive, flowing style.

James D. Watkins  
Admiral, U.S. Navy

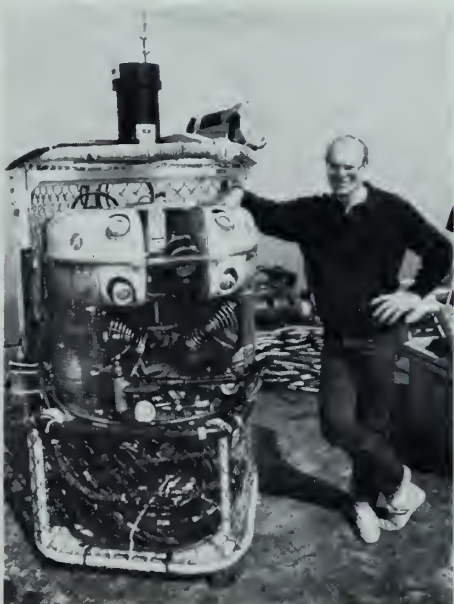




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Front: USS *Ohio* (SSBN 726) comes out of dry dock at Bangor's Delta Pier. Photo by PH1 Steve Smith, Navy Public Affairs Center, San Diego.

Back: Some of the daily activity in the La Maddalena area. Photo by PH3 Kurt A. Lange.

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## Setting Up A New Lifestyle



What began as an aggressive physical training program on board USS *Saipan* (LHA 2) to prepare personnel for the Navy's new Physical Readiness Program—mandatory this October—has evolved into a comprehensive "Lifestyle Modification Program" designed to improve both personal and professional environments.

It all began during the ship's recent overhaul period at the Norfolk Naval Shipyard in Portsmouth, Va. The appointment of a full-time command fitness coordinator was followed by the inclusion of a 90-minute exercise period in the ship's daily routine.

Participation in various calisthenics and competitive sports was encouraged by the command to tone one's muscles and spirits. Wednesdays were extra-special to the *Saipan* crew. That was when the exercise period included Jazzercise, a 45-minute session of bending, stretching, jumping and dance led by—would you believe—a woman instructor.

Some of the men admitted they were initially attracted more by the instructor than by the exercises. However, they soon grew to like "bouncing to a boogie beat in a planned way." They also appreciated the conditioning which resulted from dance routines designed to improve cardiovascular fitness and muscle flexibility.

The dramatic improvement in physical conditioning and morale aboard *Saipan* led to other creative efforts spearheaded by Lieutenant Commander Bob Ryan, the assistant supply offi-





*Far left: Of the 450 sailors aboard USS Saipan (LHA 2) who took the fitness tests, more than 99 percent passed the sit-up test. Left: The pack begins to thin out as sailors round the second curve and head down the back-stretch on the first lap of the 1.5-mile run during divisional fitness testing. Below: Lt. Tom Harper, officer in charge of the NAS Oceana commissary, speaks about his fight against cancer while a midshipman at the U.S. Naval Academy in the mid-1970s. Photos by PH1 John H. Wright and PH3 Dan Kneisler, USS Saipan.*

cer, to improve the overall quality of life for the nearly 900 officers and men of the 40,000-ton general purpose amphibious assault ship.

Ryan, in concert with the command fitness coordinator, Aerographer's Mate Third Class Bill Wittpenn, and the ship's medical officer, Lieutenant Carlos Rosende, molded a lifestyle modification program designed to improve the *Saipan* sailor's quality of life by emphasizing attitudes, activities and concepts that will produce positive personal and professional results.

Of particular importance was the implementation of a health education hour. The hour was designed by Rosende and Ryan to provide the crew (particularly crew members who exceeded the 22 percent body fat measurement, the maximum permitted by the Navy's new health and physical readiness instruction OPNAVINST 6110.1B) with the most current information that could assist in modifying lifestyles.

Topical features each Monday afternoon during the health improvement oriented hour included presentations on nutrition, weight reduction principles and general health information. The hour affords any *Saipan* crew member and those crew members whose presence is mandatory because they exceed 22 percent in body fat, an opportunity to gain information that will make their life experience more productive and healthy.

"The foundation of the *Saipan*'s Lifestyle Modification Program is treating ourselves and our shipmates with respect," explained Captain Jack W. Re-



# USS Saipan

nard, former *Saipan* commanding officer. He is now commanding officer of the Navy Personnel Research and Development Center in San Diego.

"The overall quality of life on board ship is directly related to the value which the individual crewman places on himself—his sense of self-worth—and how he respects his shipmates.

"In all my talks with the crew and with their dependents, I always emphasized the importance of treating each other—and ourselves—with respect," Renard said. "This, of course, includes respect for our bodies resulting in fitness and a positive lifestyle, plus improvements wherever possible in the physical environment."

The goal of *Saipan*'s program is to improve the quality of life by modifying lifestyles and changing living spaces





to provide positive alternatives to self-abuse and negativism.

In addition to increasing emphasis on physical fitness, the lifestyle program also focuses on

- General education and cultural activities.
- Selection of alternative foods available in all the ship's messes.
- Achievement of well-being through physical fitness.
- Extensive rehabilitation of ship's berthing spaces.

Recently, to underscore the Navy's new emphasis on health and physical readiness, a Quality of Life Week was

organized on board *Saipan* featuring such speakers as Curt Flood, former St. Louis Cardinal center fielder; Commander Tony Whitney, a Naval Reserve exercise physiology expert; Captain Bill Jackson, the Chief of Naval Operations Special Assistant for Health and Physical Readiness; and Lieutenant Tom Harper, a Supply Corps officer and officer in charge of Naval Air Station Oceana's commissary store who overcame cancer when he was a midshipman at the U.S. Naval Academy.

The week was highlighted by division fitness competition, using the physical readiness tests (a 1.5 mile run, sit-ups and a reach flexibility test) contained in OPNAVINST 6110.1B as the competitive bench marks. More than 450 *Saipan* sailors took the first tests with 96 percent passing.

"The physical fitness of our young sailors is impressive and a number of old salts even surprised themselves," Renard noted. In one instance, Captain Ted Willandt, *Saipan's* executive officer, completed all three events at the "outstanding" level for his age group.

Captain Dave Bennett, current commanding officer of *Saipan*, stressed the evolutionary quality of the ship's lifestyle program by citing plans to "include more educational and cultural activities, to help fitness deficient personnel with an expanded Health Education Hour. That program is designed to develop an improved and standardized program for the ship's messes."

*Contributing to this story were Lt. Cmdr. Tracy Connors, NIRA Det 206; Lt. Cmdr. C.W. Lawing, PH1 John H. Wright and AG3 Bill Wittpenn, USS Saipan.*

*Left: Capt. Jack Renard meets with former St. Louis Cardinal's team captain Curt Flood and his son, PH3 Chris Flood. Below left: Rear Adm. Paul J. Mulloy stresses the role of physical fitness. Below: Renard inspects the crew.*



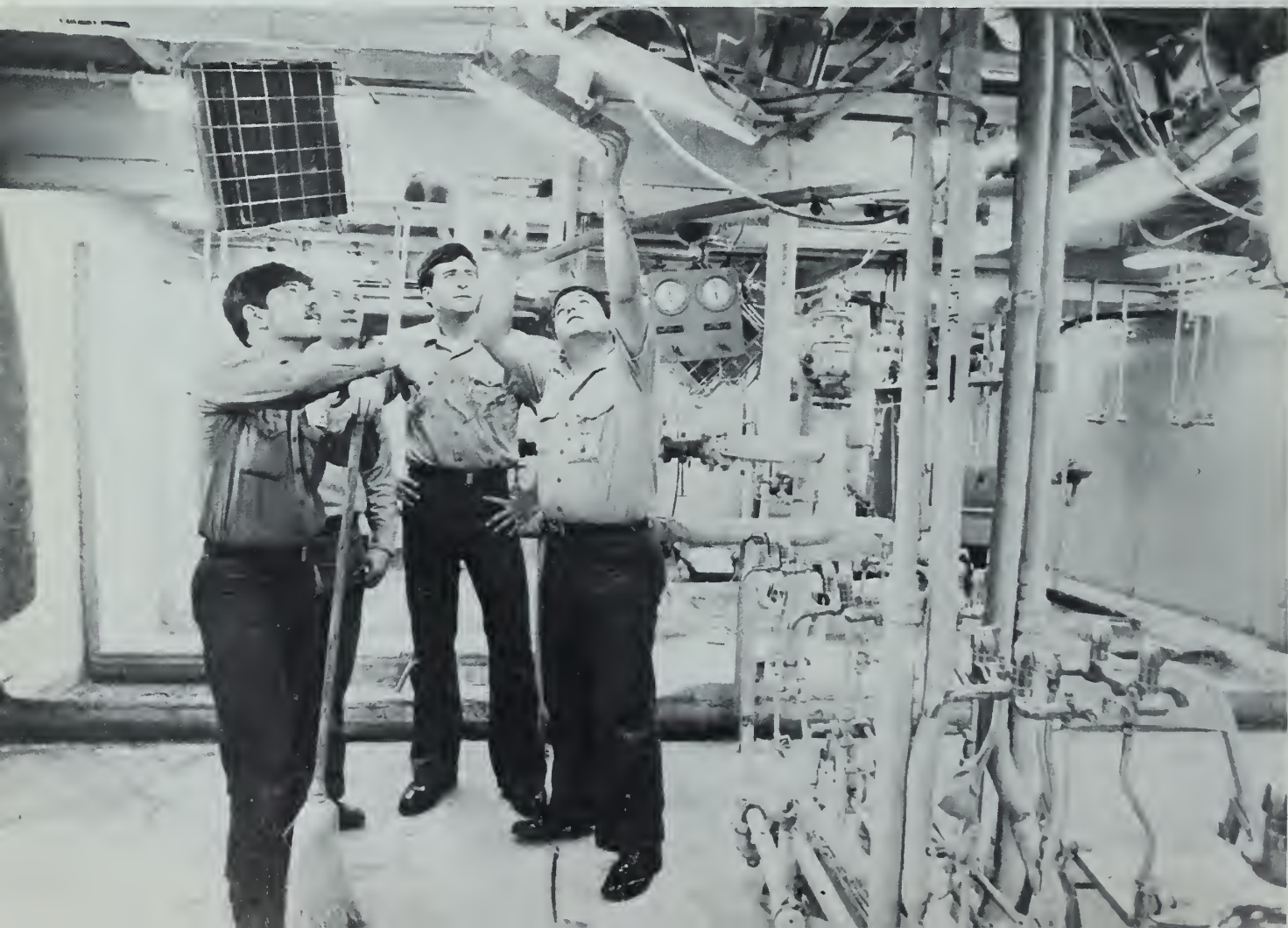
# The Rehab Guys

Their shipmates call them the "Rehab Guys," but they call themselves "HBO1." No matter what they are called, they are a very special team aboard the general purpose amphibious assault ship *Saipan*.

What HBO1 did was to renovate *Saipan*'s crew and troop berthing areas during an 11-month yard period at Norfolk;

this was an important part of the ship's lifestyle program to improve the quality of life aboard ship. "The hours have been long and the work has not been done under very favorable conditions, but these guys have done a tremendous job," reported division leading petty officer Signalman First Class Paul Jacques.

It took a total team effort to accomplish the improvements assigned to HBO1. From reworking broken bunk and locker drawers and handles to replacing plumbing fixtures and lights, the renovation was accomplished with the talent found among the division's 13 men who represent various departments throughout the ship. Crew members







Far left: OSSA Jeff Conroy, AGAA Carl Hon-  
egger and SMSA Mark Kalp discuss daily work  
assignments with SMI Paul Jacques. Left:  
BMSN J.W. Strobele goes over painting prep-  
arations with Jacques. Below: YNSN David  
Lukasavage and RM2 Brian Day hold field day  
in their newly renovated berthing compartment.  
Bottom: DMSN Enrique Torres installs new  
bunk curtain rods as SMSA Mark Kalp lends a  
hand. Photos by PH1 John H. Wright, USS  
Saipan.



joked that *Saipan's* "We Do It All" motto had "In Overhaul" added to it.

The end results of the project are clearly visible in clean, smart looking berthing spaces for the nearly 500 ship's company and 1,700 embarked Marines.

Procurement of an almost endless flow of supplies and materials was a major challenge—many parts were not available through the Navy supply system. Renovation of living and recreational spaces during yard period required 2,000 rolls of tape, 150 rolls of fire retardant paper, 350 gallons of paint, 100 locker drawers and associated hardware, 300 bunk lights, 750 pairs of bunk curtains, 2,000 pillows and 1,200 mattresses. In addition, 200 gallons of floor stripper and wax was required, plus hardware, to restore ironing boards and tables. The only outside assistance needed was for spray painting the compartment overheads and for some electrical repairs.

Renovation began in troop berthing areas. As troop spaces were completed, *Saipan* sailors were relocated to troop spaces to live until work in their berthing spaces was completed. When the

crew returned to their spaces, they were greeted by new mattresses and covers, pillows and, of course, new paint. Also, there was a "little thing" that meant a lot to all—every sailor had a bunk light that worked.

"It was amazing to see the amount of

work HBOI did and the pride that these young sailors took in their work," noted Lieutenant Commander Duane Cutter.

Story by SMI Paul G. Jacques  
Contributor: Lt. Cmdr. Tracy Connors,  
NIRA Det 206





# The New AO 177

Story by PH2 Jeffrey Salter and JOSN Tom Francis

Photos by PH2 Salter

Whitecaps pounded the hull of one of the newest of the AO 177-class ships as it steamed through the Yucatan Channel. Three black hoses swayed as they stretched across some 40 yards of churning sea to the aircraft carrier USS *Nimitz* (CVN 68).

Deep in the bowels of the oiler, buttons were pushed, valves were turned, and aircraft fuel was pumped at a rate of more than 3,000 gallons per minute to satisfy *Nimitz's* seemingly insatiable appetite.

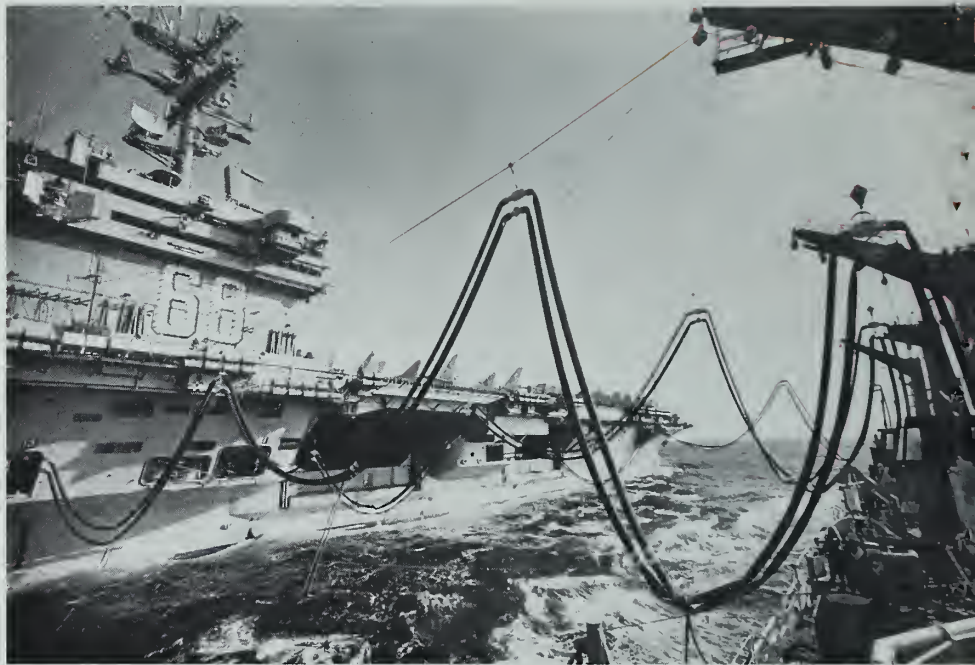
Fast destroyers and carriers like *Nimitz* are considered the fighters of the fleet. They protect our sea lanes. But to be effective, the fleet must be sustained at sea. The Navy accomplishes that by auxiliaries such as tenders and oilers, ammunition ships and stores ships.

Ships like the AO 177 (*Cimarron*) class have been supplying the fleet at sea for the past 40 years. One of the major factors contributing to the United States' victory in World War II was the Navy's ability to sustain fighting forces at the geographic locations where their power was most effective—whether or not a base was handy.

During the war, the closest fuel depot was Pearl Harbor, Hawaii—4,000 miles from where the Pacific Fleet was operating. Consequently, oilers, with their ability to carry some 5 million gallons of fuel, formed a floating pipeline that kept the fleet in action for weeks at a time. Similar arrangements were made for food and ammunition delivery.

The newest class of MLSF (Mobile Logistics Support Force) ship, the AO 177-class oiler, is unique in its design and brings modern technology to that floating pipeline, still necessary in today's Navy. USS *Merrimack* (AO 179) and USS *Monongahela* (AO 178), two of the newest AO 177-class ships, now operate with the Atlantic Fleet. Soon to be joined by USS *Platte* (AO 186), they demonstrate the Navy's unmatched capability of providing reduced manpower through automation.

Many of the jobs in the engine room of an AO 177-class oiler that once required



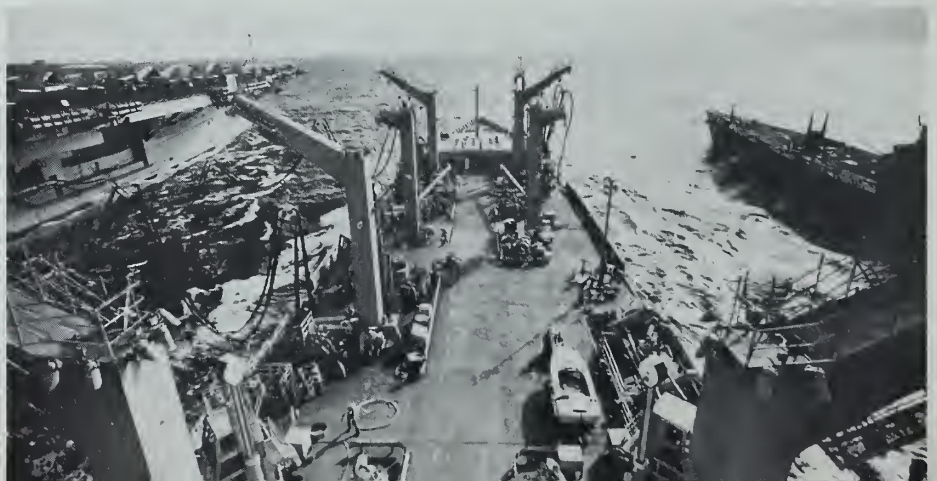
a watch stander can now be done by pressing a button on a control console. According to one main control engineering officer of the watch, the AO 177-class oiler has state of the art equipment in automatic controls. With automation, six people can run the entire engineering plant. Without the automation it would take 12.

An autopilot on the helm aids in navigation. The AO 177-class ships' ballast and cargo transfer systems are fully automated and designed to effect a safe and efficient transfer of fuel.

The oilers can provide three double-

probe fuel rigs to port and two single-probe fuel rigs to starboard, delivering a maximum of 900,000 gallons per hour of marine diesel fuel and 540,000 gallons per hour of JP-5, a volatile jet fuel. Fleet freight, mail and dry cargo, as well as people, are transported via connected underway replenishment or by helicopter vertical replenishment.

During UnRep, a ship lines up either port or starboard of the oiler. (Sometimes an oiler will UnRep two ships simultaneously—one to port and one to starboard.) Messenger lines are established,





# Class



communication and span wires are passed, the fuel hoses are connected, and the pumping of fuel begins. When finished, the ship disconnects and pulls away—it's like a moving gas station, but one that's moving at about 10 to 15 knots.

"We UnRep in just about any weather," said *Merrimack's* executive officer. "We put our best people on and man various critical stations. But the Navy has been doing this for 40 years, and we've gotten pretty good at it."

The UnRep can take several hours, depending on conditions. After that, crew members can relax in *Merrimack's* gym, which has weight training equipment, or in the ship's library. The ship also has a stereo system and television on the mess deck, giving it a homelike feeling. Each berthing area is equipped with a lounge and a television. The ship's store is very large in comparison to the size of the crew.

"If I'm going to be aboard a ship, I'd like it to be a good one," said one second class petty officer.

Commander, Carrier Group Eight, Rear Admiral Jerry O. Tuttle, said in a letter that "The overall performance of USS *Monongahela* (AO 178) during exercises United Effort and Northern Wedding was outstanding in that she admirably performed the tasks assigned."

The crews of *Merrimack* and *Monongahela* are eagerly demonstrating that the Navy's newest fleet oilers are "hitting the

ground running" and are fully capable of continuing the U.S. Navy's expanding role on the oceans around the world.

## Cimarron's First WestPac

By JO3 Warren A. Patton, USS *Cimarron* (AO 177)

The first of a new class of fleet oilers, USS *Cimarron* (AO 177), completed its first Western Pacific deployment earlier this year, steaming more than 40,000 miles while completing some 150 underway replenishments during the six-month cruise.

While deployed, the Pearl Harbor-based *Cimarron* and its crew of 13 officers and 186 enlisted men participated in joint mil-

itary exercises with forces from the Republic of Korea (in Team Spirit '83) and with Malaysia (in Mekar '83).

During a four-day port visit to Pattaya Beach, Thailand, the *Cimarron* crew donated items such as food, clothing and medical supplies to the Pattaya Orphanage as part of the continuing Project Handclasp.







# Corpsmen Who Wear Silver Dolphins

By Jan Herman  
Editor, U.S. Navy Medicine

To his fellow submarine crewmen he's "Doc," the man they depend upon to treat them when they're ill and advise them when they're well. The purity of the air they breathe and of the food they eat is his responsibility.

Although medicine is his profession, "Doc" knows his ship as well as any other submariner. He trained with them and earned his silver dolphins.

"Doc" is a nuclear submarine medicine technician (HM-8402), one of a unique group of Navy corpsmen. These corpsmen provide the only medical care aboard the Navy's attack and fleet ballistic missile submarines when those ships are at sea.

Those who have served as corpsmen in the submarine service insist that the challenge is unequaled anywhere. "The responsibility you have on a submarine is a lot greater than what you will ever have on any other type of independent duty," points out Master Chief Hospital Corpsman Steve Campbell, a 17-year Navy veteran with two three-year submarine tours under his belt.

One would be hard pressed to find fault with Campbell's statement. Like independent duty corpsmen assigned to other ships, submarine corpsmen head their respective medical departments and are responsible for maintaining the health of their crews and the living and working environment. They differ from other independent duty corpsmen in degree of independence. A corpsman assigned to a destroyer or frigate can consult, in an emergency, by radio with other surface ships having physicians aboard. But, because radio silence is essential for the success of a submarine's mission, submarine corpsmen must carry on their duties in situations where medical advice is sometimes impossible to obtain.

Although submarine people are the best medically screened crews in the Navy, a corpsman's diagnosis of serious disease or injury is his alone. In the most extreme case he might have to advise the skipper as to whether a patient should be medically evacuated. Such an event could well abort a submarine's mission.

To say that submarine corpsmen carry tremendous responsibility upon their shoulders would be an understatement. Although few in number (there are, for

example, only 144 submarine corpsmen in the Atlantic Fleet), this elite group plays key roles in safeguarding the health of those who serve in the submarine service.

Jan K. Herman, editor of *U.S. Navy Medicine*, talked with four veteran submarine corpsmen about their calling and was kind enough to share the interview with *All Hands*. This presentation first appeared in USNM, December 1982.

**Q:** *Is it true that when one thinks about submarine duty, what comes to mind is being submerged for months at a time and there is a great deal of responsibility?*

**HMC Gray:** Most of that is true, but there are a lot of positive things also. I really like the freedom to make my own decisions. As a submarine corpsman, I function as a department head and deal directly with the XO and CO. It's easy to build credibility with them if you do your job well. There is a tremendous amount of administrative responsibility—making sure the crew members go through dental and the various medical services to ensure that when you go to sea you've eliminated any unnecessary medical problems.

**Q:** *The recruiting posters traditionally invite you to join the Navy and see the world, yet do you really get to see much*

*Independent duty corpsman HMC (SS) Thomas Gray aboard USS Cincinnati (SSN 693).*

# Corpsmen

*of the world aboard a submarine?*

**HMC Gray:** We do get more of an opportunity to see the world aboard an attack submarine than an FBM (fleet ballistic missile) submarine. I've been to some choice liberty ports you'd never visit on a surface ship.

**Q:** *Have you run into a medical emergency where you had to go to the skipper and recommend a medevac?*

**HMC Bartholomew:** Once I had to contend with a crewman with an amputated finger. Fortunately, we were close in and the medevac was uneventful. But I've had other emergencies. I had to extract teeth that wouldn't respond to antibiotics, and treat one patient with a kidney stone and another whose lung collapsed. The latter was a very touchy situation because we couldn't use radio communication. We watched the patient closely for several weeks. Bed rest and antibiotics helped stabilize him. But I was prepared for the worst.

**Q:** *You are trained to handle dental emergencies. What are the typical cases you encounter?*

**HMC Gray:** Chipped teeth, dislodged fillings. A serious case might involve an abscess. We have antibiotics and dental materials for temporary fillings, and instruments to do minor restorative work. As a last resort, we can perform extractions.

**Q:** *What kind of medical library do you have aboard?*

**HMC Bartholomew:** We carry minor surgery books, pharmaceutical textbooks, the *Physicians' Desk Reference* and the *Merck Manual*. I have a book from advanced Hospital Corps school that is very helpful.

**HMC Carroll:** We're also required to carry the BUMED 6820 series instruction that lists the textbooks required on board different ships. The corpsman depends heavily upon his library especially when there's an emergency. You must be ready to handle just about anything.

**HMC Gray:** I constantly review medical procedures for the more serious casualties I might face.

**Q:** *Being the only corpsman aboard, you're also the pharmacy tech. What kind of drugs do you carry?*

**HMC Bartholomew:** Everything from the smallest decongestant tablet to the high narcotics. You must have the drugs available for any emergency.

**Q:** *Besides having the medical responsibilities, you're also the environmental health officers aboard. What does that job entail?*

**HMC Bartholomew:** While under way and submerged, you must constantly monitor the atmosphere for different gases. With a sealed atmosphere, one gas in the wrong concentration could put a whole crew down. The breathing atmosphere is constantly recycled through filters, precipitators and scrubbers.

**Q:** *What types of disease do you see most often while under way?*

**HMC Gray:** For the first seven to 10 days into a cruise, if there's a cold among the crew, everyone will generally get it. But by middeployment, a surprising thing happens. Virtually everyone heals up and is free from upper respiratory infections from then on. Once the cold runs its cycle, that's it.

You do run into fungal infections such as athlete's foot but that's about the extent of it. Because you have a well-screened and isolated community, it's a very healthy environment.

**Q:** *As the environmental health officers, do you also monitor sanitation and inspect food preparation and serving spaces?*

**HMC Bartholomew:** I check the food service people on a daily basis. On a





weekly basis I inspect the whole ship—heads, showers and food service areas. If you are lax, you put the health of the entire crew in jeopardy. Dirty dishes and sub-standard food can quickly affect the crew's health and morale.

**Q:** *Why did you decide to become a submarine corpsman?*

**HMC Gray:** I wanted to return to independent duty following instructor duty.

*HMC (SS) Frank Carroll, HMC (SS) Thomas Gray, HMC (SS) Josiah Bartholomew and HMC (SS) W. Ben Parker (lower left, l-r) talk about the job of a submarine corpsman as illustrated by Gray at the medication locker (left), in his combination office and sick bay (below), and at the central atmosphere monitoring system (lower right).*

I wanted submarines simply because of the challenge, the responsibility and the fact that I would function as an integral member of the crew. You can't knock the pay either. It amounts to about \$250 extra a month for me. Career wise, I think it has been very rewarding. I feel that anyone who can handle himself well on a submarine for three years is pretty much qualified to do anything.

**Q:** *How many tours would you like to have aboard a submarine?*

**HMC Gray:** I think you need a break between tours, but I'd ride them forever without a qualm.

**HMC Bartholomew:** Right now I'm on a break time, but when sea duty comes up again it's going to be submarines. The

quality of the people I work with is superb.

**Q:** *What are some of the courses a submarine corpsman candidate takes at NUMI (Naval Undersea Medical Institute)?*

**HMC Bartholomew:** You learn dermatology and evaluation of abdominal problems using the new computer tape program. You get a full week of dental training followed by radiation health.

**Q:** *What does the radiation health training consist of?*

**HMC Bartholomew:** You learn the effects of radiation on the body and how to treat patients who have sustained high radiation doses.

**HMC Gray:** The radiation health program is where they separate the men from the boys. If anyone is going to drop out, that's where it happens.

The program is divided into four phases covering monitoring equipment used aboard the submarine—how to do assays for tritium, how to handle spills or other accidents that might occur, and the medical problems associated with low- and high-level radiation exposure. A good amount of chemistry and physiology is involved.

The admin part of radiation health is also a key part of the submarine corpsman's total administrative workload. At least 75 percent of your admin effort is strictly for maintaining physical exams on



people, keeping the health records and keeping track of your monitoring program. We had extensive laboratory training so that we'd have the know-how to do necessary lab work at sea.

Physicians lectured us on specialties such as orthopedics, cardiology and internal medicine. We got to work for a period of time to gain some experience and diagnostic ability. A student would also pull duty in the emergency room as part of the training.

**Q:** *What is the size of the crew you take care of on an attack submarine?*

**HMC Bartholomew:** We carry 128 people on USS *Silversides* (SSN 679), but we average about 120 at sea.

**Q:** *How does submarine duty affect your family life?*

**HMC Bartholomew:** It can be tough. Wives have to really know and understand what part you play in the overall picture.

**HMC Gray:** The families and the crews are generally closer knit than you find in

the surface Navy. The wives really look after each other. You can go away with the assurance that if anything goes wrong at home your spouse will have all the assistance she needs to get through the problem. That's a real plus.

**Q:** *What is a typical day for a submarine corpsman at sea?*

**HMC Gray:** You don't have a regular 8 to 5 day. It's a 24-hour schedule. I generally rotate through a 24-hour cycle where for a while I'm up in the evening hours, then the early morning hours, and then during the regular workday. That gives me a chance to see each of the watch sections. I try to make contact with those I've treated to see how things are progressing.

I'll do a sanitation walk. Atmosphere samples are usually done on a weekly basis. One of the watch stander's duties is to take readings from the atmospheric monitor. These are recorded on a 24-hour basis and submitted to the CO as a daily report.

**Q:** *What gases are you monitoring?*

**HMC Gray:** Oxygen, carbon dioxide, carbon monoxide, hydrogen, et cetera—all the ambient gases you may have in the breathing atmosphere.

**Q:** *What do you do about sick call?*

**HMC Gray:** We don't have regular sick call hours. Generally, when someone's hurting or not feeling well, he will seek you out. Many times, when doing my daily walk-through, the men will tell me how they're feeling.

**HMC Carroll:** When you're at sea, sick call is 24 hours a day.

**Q:** *How does the FBM differ from the attack submarine? What's the FBM's normal crew size?*

**HMC Parker:** The FBM usually runs about 150 men and has a sick bay to work in, even though it's 2 feet wide and 8 feet long. The FBM schedule is also different. They are out so many days and in so many days. From a psychological standpoint, you can see the crew going through stages when

## Earning Silver Dolphins



Earning the right to wear the silver dolphins is anything but easy. The selection process is rigorous and education extensive. The nuclear submarine medical technician (HM-8402) is not simply a corpsman but a submariner as well. Diagnosing and treating disease and injury are only part of his job. He is in charge of the ship's radiation health, occupational and preventive medicine, and atmosphere control programs. Because he wears the same device on his uniform as an auxiliaryman, an engineman and a machinist's mate, the submarine corpsman must also qualify the

same way. That means knowing his ship from stem to stern.

A corpsman begins training for the 8402 NEC only after he has had at least six years in the Hospital Corps and has become a hospital corpsman second class. After 46 weeks of training at advanced Hospital Corps School, he graduates as an independent duty hospital corpsman HM-8425.

Fifteen more weeks of school follow at the Naval Undersea Medical Institute in Groton, Conn., consisting of basic submarine school, comprehensive radiation

training, atmosphere control and the specifics of submarine medicine. After this 61 weeks of training, he is designated an HM-8402, but, before being accepted for submarine duty, one more hurdle must be crossed—an examination by a radiation health board.

The formal education may be over for awhile, but the training process never ends. Every 18 months, the submarine corpsman must go through a two-week clinical refresher training program given either at Portsmouth or San Diego. The program is designed to sharpen his skills, for example, insertion of IVs, endotracheal tubes, etc. Those nuclear submarine medical technicians rotating from a shore station back to submarines go through the same program.

At 12-month intervals, there also is an administrative refresher course on radiation health at NUMI.

Aboard an attack submarine or fleet ballistic missile submarine, the corpsman constantly hones his skills both by practicing his profession and by consulting the on-board library and computer that serve as the only references at sea.



we begin a patrol cycle. Once you learn it you know when to make yourself more available to the crew. You can also pinpoint problems.

**Q:** *What kind of problems?*

**HMC Parker:** Personal problems, family problems. As the corpsman, you have to be more stable than everyone else. You are the doc, the chaplain, the mother, father, grandmother and grandfather to these people. You can't just say "go away, don't bother me." You've got to be there when you're needed.

**Q:** *As submarine corpsmen you wear silver dolphins. How do you qualify as a submariner?*

**HMC Gray:** By learning the ship. The wealth of experience you gain by the qualification process is a real plus. By the time you finish you know virtually every piece of machinery on board and how it functions. Qualification takes from six to nine months. When you first report on board you have two responsibilities—maintenance of the medical department and studying for qualification. You have to know the ship because in an emergency you would be required to take charge of a damage control situation.

**Q:** *Are you also responsible for training the crew in first aid?*

**HMC Bartholomew:** Once a year I'll devote three to four days after normal working hours to run the crew through everything from applying a bandage and splinting a fracture to CPR. Most crew members are very interested. I've had some come to me individually to ask for additional training. I enjoy teaching.

**Q:** *If a young corpsman comes to you and says he wants to be a submarine corpsman, what kind of advice would you give?*

**HMC Bartholomew:** Two corpsmen I've talked with are already at NUMI and due to graduate in December. I took them aboard for a few hours and let them follow me through my whole routine. The reward, I told them, was the challenge of accomplishing what has to be done. They came back and asked for letters of recommendation.

**HMC Parker:** I'd first check out his motivation. A lot of guys are good corpsmen, but many cannot handle the load to



which submarine corpsmen are subjected.

You've got to be aggressive; you have to be a go-getter. You set your sights on your purpose. My purpose is to keep my crew healthy so they can work and fulfill the mission. If you want to be a submarine corpsman, you'll make rank, get paid well—but you'll also work your tail off. If you're not willing to do that, we don't need you.

**HMC Gray:** I'd tell him to be prepared to face the challenges. I wouldn't lie to him and make it sound glamorous. It's a lot of hard work, but it is also the epitome of what being a corpsman is all about. If he likes to work independently, has a lot of personal initiative and a great deal of pride in what he does, it is the perfect way in which to satisfy all three. I honestly feel that a submarine corpsman is a member of a very elite group.

Chief Hospital Corpsman (SS) Josiah S. Bartholomew—served in USS *Proteus* (AS 19), three years aboard USS *Silver-sides* (SSN 679), and is now a staff instructor at Naval School of Health Services, Portsmouth, Va.

Chief Hospital Corpsman (SS) Thomas

*HMC (SS) Gray uses an on-board computer to aid in making diagnoses.*

H. Gray—served in USS *Shreveport* (LPD 12), as an instructor at Naval School of Health Services, Portsmouth, Va., and is now assigned to USS *Cincinnati* (SSN 693).

Chief Hospital Corpsman (SS) W. Ben Parker—served in USS *George Washington Carver* (SSBN 656) as radiation health officer at NRMCC, New London, Conn., and is now assigned to USS *Buffalo* (SSN 715).

Master Chief Hospital Corpsman (SS) Frank H. Carroll—served in USS *Grayling* (SSN 646), USS *Daniel Boone* (SSBN 629), USS *Ulysses S. Grant* (SSBN 631) and is now administrative assistant to the force medical officer, Submarine Force, U.S. Atlantic Fleet.

For more information on the Nuclear Submarine Medicine Program (HM-8402) see your Navy counselor or call the HM "C" school detailee at NMPC, Autovon 224-4547.

## WWI Navy Nurse Looks Back

By JO1 Kay Hickox  
PACEN Det 220

*When the Stanford University School of Nursing formed a unit in April 1916 to serve in World War I, Lucile Matignon Crane was one of 50 who signed up. She was graduated as an operating-room nurse in the Stanford School of Nursing's first class in 1914. Mrs. Crane and her unit served in Strathpeffer, Scotland, where she was assistant to the Navy's chief surgeon there, Dr. John Stillman, also from Stanford.*

*Today, Mrs. Crane, 92, lives in Oakland, Calif. She recently related the following about her experience as a Navy nurse more than six decades ago.*

\* \* \*

It was January 1917—Lucile Crane was 26—when the Navy's Reserve Nurse Corps No. 2 arrived in Scotland. The unit was bound for a hospital near Strathpeffer, about 18 miles above Inverness and 10 miles from the coast. The hospital, converted from two resort hotels, could serve up to 2,000 patients.

"The war was winding down for the Navy when we arrived in Scotland," said Mrs. Crane. "The German Fleet was effectively bottled up, so our Navy's major job was to patrol the North Sea."

Navy No. 2 mission was to provide care for war victims who came mostly from front lines in France.

"They (the soldiers) were about two days coming to us, so they had already received first aid," said Mrs. Crane. "When the convoys of wounded arrived, we'd work like the dickens for a short time. Some of them needed surgery from gunshot wounds, and we did all kinds of repair work.

"Then we took care of civilians, too," she said. "And we took care of the people from the North Fleet, British soldiers...and anybody that was sent to us."

But Scotland was not considered a choice assignment.

"Much to our disgust, we were too far away from any danger," she said. "We were all kicking our heads because we weren't in France. By the time we went over there, the German Fleet was contained, and you knew who was going to win. Here we were, way up in Scotland and kind of ashamed we didn't suffer like the nurses in France who went through hell."

Army nurses serving in France not only worked under gun-

fire sometimes, but they also lived in tents not far from the lines.

"I tell you, we were all young people, in our early 20s," Mrs. Crane said. "We were all active and having a good time. We didn't take the world too serious, and we were always broke. When we had cigarettes, we didn't have matches. And when we had matches, we didn't have cigarettes."

The nurses' salary was \$60 a month, including overseas pay, and room and board.

After the war, Mrs. Crane returned home on the old USS *President Grant*.



*Lucile Crane (right) with her brother-in-law, Lt. Reuben Hunt, and sister, Bertha, Christmas Day 1917 in Paris, and as she is today (far right) with some of her World War I mementos.*



"Ten women—and I don't know how many thousands of men—came back on that ship," said Mrs. Crane. "And when we were mustered out (in New York), I was dead broke."

She returned to California and, soon after going to work in a hospital, in Modesto, she met her husband, Everett. They married and she retired from nursing in 1922.

During World War II, she returned to nursing to help meet the nation's critical shortage of nurses.

Her memories from Scotland include many light moments, like when the nurses made ice cream when sugar was a rarity. The ice-cream episode started when the nurses found two cans of sweetened condensed milk in a store in the nearby village.

"When we found an ice-cream freezer, we purloined sugar and eggs from the kitchen," she said.

But they did not have the ice they needed.

"We sent to Glasgow where we got it from the undertaker," she said, laughing deeply. "I've forgotten how the ice cream tasted, but not what we went through to make it."

One of the bad times was when the unit was hit with an epidemic of flu and then one of diphtheria.

"That flu epidemic went through like a dose of salts," she said. "But we didn't have it severely and there were no casu-

alties. Maybe that was because we were young with a lot of energy and a lot of stamina."

The one regret Mrs. Crane carries with her today is that her unit had no official status.

"They had a few Navy nurses at that time, but when they took in the influx for the first World War, the Navy really had no rank nor any place for us," she said. "We had no rank and we had no status. We were neither the corpsmen nor the officers."

Recently the Army recognized its World War I nurses. Mrs. Crane still has hopes the Navy will, too.

After her husband's death 20 years ago, Mrs. Crane moved into the Lake Park Retirement Community in Oakland, where she has found time to serve on the board of directors and on the house committee on safety and nursing.

While Mrs. Crane credits her parents for "good genes" leading to long life, she does maintain a regular health program.

"I don't eat between meals," she said. "I have to keep my weight down...it's my pride. I walk two miles a day. Now, at my age, and because I do have a little heart condition, I have to walk a mile in the morning and a mile in the afternoon. But nothing stops me."



Bangor Sub Base

# This Is the Place

Story by JO2 Howard Samuelson  
Photos by PH2 Randy Hayes  
Navy PA Center, San Diego





On Washington State's Hood Canal near the Puget Sound, within view of the snow-capped Olympic Mountains, the Navy is completing construction of the largest, single-mission military base built since World War II.

The base includes 5,000 acres of timberland, home for deer, bear, coyotes, foxes and an occasional cougar. Conservation and preservation of native beauty are prime considerations in the development of Naval Submarine Base Bangor, the Navy's first home port for the *Ohio*-class submarine.

The base began full-mission support with the arrival of USS *Ohio* (SSBN 726) last summer. Nine more of *Ohio*'s sister ships will eventually call Bangor home by the end of this decade.

"We're happy the ship is here and we are, in fact, doing what we were designed to do," said Captain John H. Kinert, commanding officer of the base.

Bangor's single-purpose dedication to the *Trident* program is unique from the multimission responsibilities of older naval bases such as Norfolk, San Diego and Pearl Harbor. In 1942, the

Navy purchased 7,000 acres of northwest timber country—155 nautical miles of deep water from open ocean—to build a naval magazine. Back then, the land was dotted with apple orchards and chicken farms.

Bangor has since served as an ammunition depot and as a *Polaris* missile facility, a predecessor to *Trident*. Ten years ago, Bangor was selected from 88 other possible locations as the first home port for *Ohio*-class submarines.

"This base was designed from the ground up," said Kinert. "The real estate was converted from an old Navy ammunition depot for one purpose—to support *Trident* and the *Ohio*-class submarine.

"I'm the landlord," he explained. "I have the buildings, dining facility, gymnasium and Navy Exchange providing the services people need to make this a nice place in which to be."

If the community continues to grow at its recent rate, 1,300 families will arrive within the next three years. Like those there now, they'll find a base designed to get the job done, but not at the expense of supporting the sailor or his family.

"Right now we have 799 family housing units on base. They're modern and the families are extremely happy," said Kinert.

According to the housing director, Ray Hanna, Bangor is already plan-



ning for the expected influx of families. "The wait for housing currently depends on the number of bedrooms a family needs," said Hanna. "There is up to a six-week wait for three- and four-bedroom units."

When it comes to two-bedroom units, there is a six-week to three-month wait since these units are most in demand. Two-bedroom units comprise most of the base's housing inventory.

For the expected influx, by 1987, construction of an additional 500 housing units has been requested. "All the new houses built in fiscal years '86 and '87 will be two-bedroom housing for families of senior enlisteds," said Hanna. "We furnish a range and refrigerator, otherwise units are unfurnished. Two-bedroom units are carpeted on the upper floor primarily for sound-proofing purposes."

The housing projects are built within easy walking distance to nearby elementary schools; older children are transported to the local high school in Silverdale.

At the center of Bangor's residential area is the personnel services "core" area. It is designed for easy access on foot to any exchange or recreation facility. The

Left: USS *Ohio* (SSBN 726) exits dry dock at Bangor's Delta pier. Photo by PH1 Steve Smith. Below: A *Trident* Training Facility class learns *Trident*-launching procedures. Upper right: John Penton finds a quiet moment during lunch in the courtyard of the administration building.





# Bangor Sub Base

core area includes an enlisted dining facility, a movie theater which can also be used to stage live performances, an 18,000-volume library and a recreation complex.

At the recreation complex, residents enjoy use of an Olympic-sized swimming pool, seven indoor handball courts, two squash courts, separate men's and women's exercise rooms, locker rooms, saunas, a gymnasium with the capacity for two full-court basketball games, photo lab, ceramic and lapidary shops, 16-lane bowling alley, golf pro shop and classrooms. Nearby are athletic fields and courts for tennis, football, soccer and softball.

The consolidated mess (open) incorporates a design unique to the Navy in that it has a common kitchen shared by separate clubs within the same complex. The kitchen is shared by the Enlisted Club, Second and First Class Petty Officers' Club, Chief Petty Officers' Club and the Officers' Club. This arrangement allows the facility to be operated on a cost-effective basis by making use of one staff and common

appliances.

The top deck of the mess has banquet facilities with a small stage for live entertainment. There's also a fast-food deli/take-out for the convenience of all hands.

Navy Exchange facilities available in the core include a uniform shop, dry cleaners, coin-operated laundry, beauty and barber shop, cafeteria, watch repair, florist and mini-mart. All these are incorporated in a 23,000-square-foot Navy Exchange building. A commissary is under construction next door and is scheduled to open this summer.

*At work and at play, residents and employees find that facilities at Naval Submarine Base Bangor are first class: (right) explosives handling wharf; (upper right) MR2 Debra Welton works on a brace at the refit facility; (lower right) Marines Antwan Morse and Theodore Blackwell during a friendly game in the gym; (below) one of the unaccompanied enlisted personnel housing moduls.*





Submarine Base Bangor supports three major tenant commands: Trident Training Facility, Trident Refit Facility and Strategic Weapons Facility, Pacific.

The purpose of the Trident Training Facility is to train sonar technicians, electronics technicians, fire control

technicians and others serving aboard *Ohio*-class submarines. Even this building is unique; it is a structure designed in coordination with the adjacent landscape.

"The appearance of rust is designed into the structure," said Master Chief

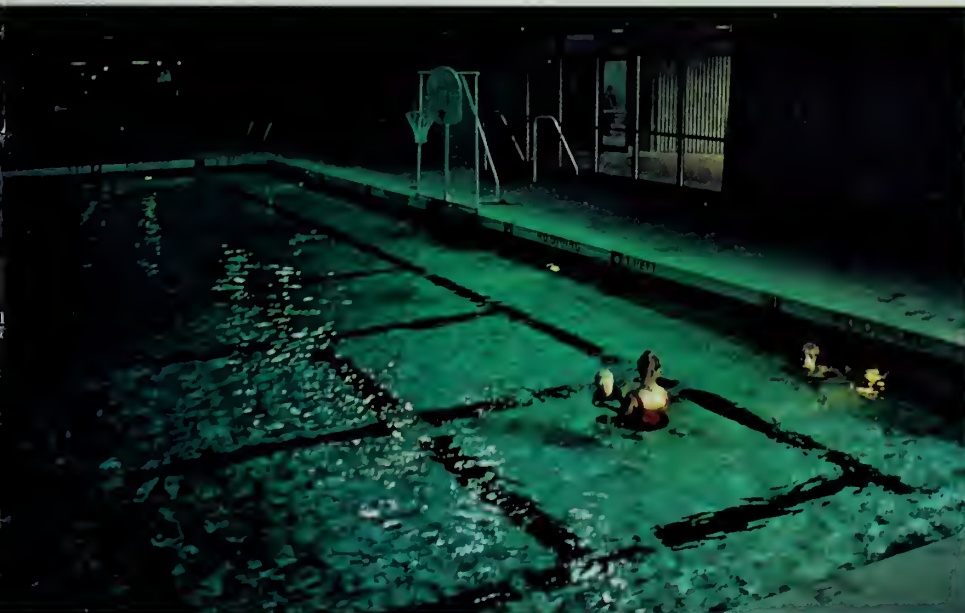
Sonar Technician Robert Ross. "Panels on the outside walls were sprayed with a substance that creates a protective coating when mixed with the oxidation process. That is, when it started to rust, it formed its own protective seal."

The process results in an almost maintenance-free building. The building has won a design award from the American Institute of Architects, and it won the Secretary of Defense's Blue Seal Award as the finest military construction of 1979.

Inside the training facility, the submarine itself is broken down by systems and mock-ups built throughout the center. "We train the crews who man the submarine," said Lieutenant Junior Grade Larry Arden, an instructor. "That's our mission—to provide pressure/team-training as well as advanced training."

When a *Trident* submarine is between patrols, it receives its checkup at the Trident Refit Facility. This complex houses \$10 million worth of equipment in machine, optical, pipe, overhaul and electrical shops.

The Trident Refit Delta, a pier designed to accommodate three submarines at one time, includes the only



Things to do (swimming at left) and to view (grazing deer below) when not going to school (lower left).





# Bangor SubBase

dry dock in the world constructed parallel to the shoreline.

This command is responsible for maintaining all systems aboard the *Trident* submarine, with the exception of refueling the nuclear core. It could be compared to a land-based submarine tender, but the ship's superintendent, Chief Electrician's Mate Dennis Doty, says it's much more.

"The big difference is that we're bigger and we have much larger facilities," he said. "We have machines that can cut through 6 inches of steel plate. We can literally punch holes through an inch-and-a-half of steel. We also can overhaul an entire periscope here."

A theory popular at the refit facility is that they could complete an *Ohio*-class submarine overhaul there. They've already brought three tugboats back to life by completely overhauling them.

"Our mission is to handle the submarines," said Doty.

With the *Ohio*-class *Tridents*, they have their hands full.

The *Ohio* carries the third major

generation of fleet ballistic missile—following *Polaris* and *Poseidon*. The awesome power of *Ohio*'s punch is its 24 *Trident* missiles—assembled and maintained at the Strategic Weapons Facility. These missiles have almost twice the range of *Poseidon* missiles. And the *Ohio*-class submarine, with more than twice the tonnage of any previous U.S. submarine, can patrol an area 10 times greater than submarines armed with *Polaris* or *Poseidon*.

Advanced sonar, superior speed and super-quiet engineering make it virtually impossible for enemy "killer" submarines to detect *Ohio* during a 70-day patrol.

The facility's explosive handling wharf is the equivalent of 14½ stories tall. At 165 feet, it's the tallest structure in the county. It is also winner of a design award from the American Institute of Architects.

Bangor, according to Hull Technician First Class John Matheson, abounds with experienced people. "It's a talented mixture of civilian and military expertise," he said. "You have

a civilian employee who performed a particular job for 20 years. Add that to the military's training and you can't beat that amount of experience at one place. This place has it."

Matheson feels, too, that the scenic beauty of the area is a great attribute. "Most people are amazed at how beautiful this place is," he said. "And they're proud to be here. I don't think there's anywhere else in the country they could be and have a more beautiful place to live and work at the same time."

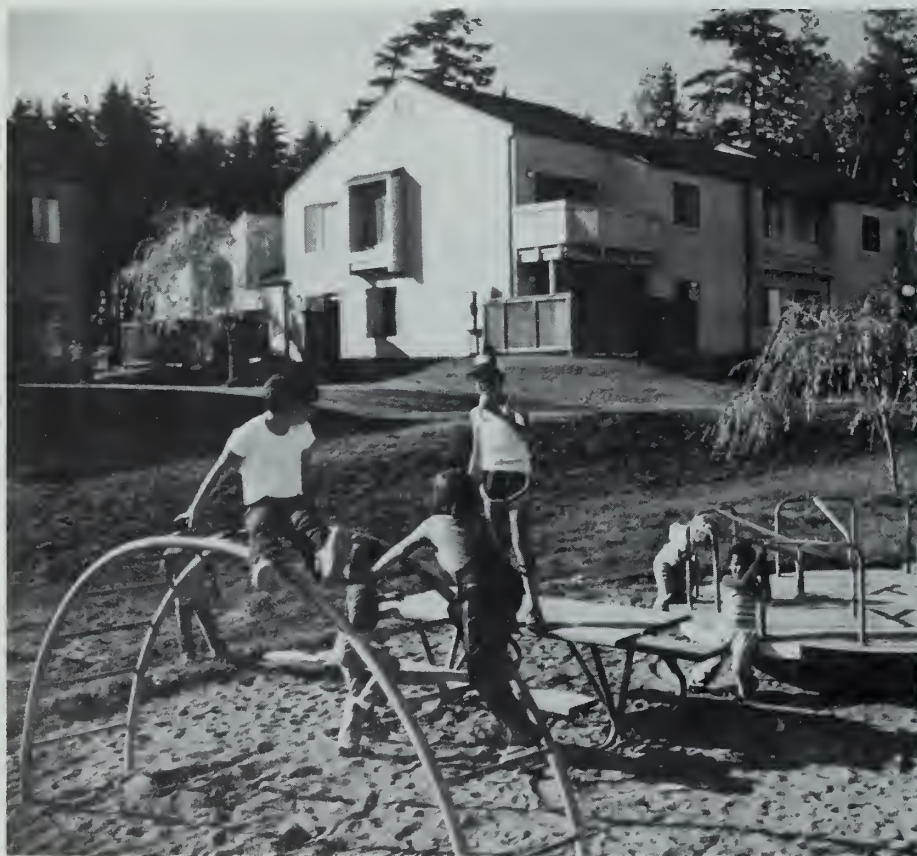
The wilderness setting is a natural benefit of the Northwest. "Once you're here, you're struck by the beauty," said the commanding officer. "And you can't miss it—the trees, the waterway. It's not unusual to see deer feeding close by my office window."

The man in charge of enforcing game regulations and protecting the wildlife roaming Bangor is retired Gunner's Mate Lewis Hill, who is now the base game warden. During his 30-year Navy career, Hill spent 22 years on destroyers, visited more than 60 countries and made a few trips around the world.

"I still work for the Navy, but now I follow the guidelines of Washington State's Game and Fisheries Department," Hill said.

Hill's job entails monitoring the local hunting seasons—everything from pheasant to deer. "We put out a notice for all military, their dependents and retired military," said Hill. "Then we have a lottery, and the only hunting we permit the winners is with shotgun or bow and arrow, no rifles."

As "the landlord," Kinert is well aware of what the area offers the sailor. "Anyone who loves to sail, fish or hunt—this is the place," he said. "You have fresh and saltwater fishing, skiing all year round, opera, theater, ballet and big-time teams like the Mariners and Sea Hawks. And, if that's not enough, Canada is just up the road a piece."



A housing area playground gets plenty of use.



# Bremerton Meets Bremerton



Bremerton met *Bremerton* for the first time recently when the nuclear-powered attack submarine USS *Bremerton* (SSN 698) made a port visit to the Washington state city of the same name.

As soon as liberty was called, crew members began a social calendar which left everyone exhausted from a generous five-day portion of Bremerton hospitality.

Preparation time for the events was limited because submarine schedules are not generally released to the public. Consequently, several city clubs, community organizations and citizens began hasty welcome preparations only days before the 12 officers and 115 enlisted men of the *Bremerton* arrived.

For the arrival of the *Bremerton*, Elizabeth McGowen, sponsor of the first USS *Bremerton*, a World War II heavy cruiser, was invited to join the new *Bremerton's* sponsor, Helen Jackson, wife of Sen. Henry Jackson, at the arrival ceremonies.

Enlisted members joined the local American Legion for an "all-you-can-eat" spaghetti dinner on their first

evening in port, while the officers participated in a reception in their honor at the Puget Sound Naval Shipyard Officers' Club.

A "Bremerton meet *Bremerton*" reception was held the following evening. After a second dinner in their honor, crew members were guests at a Bremerton High School football game. During halftime, the crew members were introduced to—and received a standing ovation from—the crowd.

The next day, it was the crew's turn to show appreciation to the city. During the annual Bremerton United Way parade, crew members marched beside a 23-foot model of the *Bremerton*. The city honored the sub's commanding officer, Commander Douglas S. Wright, by naming him the parade's grand marshal.

*Bremerton's* men have fond memories of their brief, but enjoyable, meeting with the residents of the beautiful city of Bremerton, Wash.

—Story by JO1 Terry Borton

Photos by PH1 Steve Smith and Greg White/Weigand, Naval Sub Base Bangor





# Bearings

## The Tarpleys Go Sailing Again

Six years ago, Frank and Kaye Tarpley sailed from Puerto Rico to New York in a 27-foot sailboat. With almost no sailing experience, they completed that cruise in 54 days.

Last year, with a new 29-foot sailboat and the 1976 trip under their belts, the couple went to sea again, this time from Houston, Texas, to Norfolk, Va. Frank, a senior chief mess management specialist, had been ordered to SACLant headquarters from USS *Buchanan* (DDG 14) in San Diego. Kaye, by the way, is now assistant head nurse at Norfolk General Hospital. They shipped their boat, "Panacea," from San Diego to Houston where they began the 2,200-mile journey on May 27.

During the voyage, the couple maintained a four-hour watch rotation except for special moonlit nights when they stood watch together. One night they dropped the sail and "parked" in the middle of the Gulf of Mexico while wind and waves rocked the boat violently. They celebrated Kaye's birthday with the accompaniment of jazz, rock and soul music from a New Orleans radio station. All they needed was a cool drink; their ice had melted by the third day out.

In early June they felt the effects of Hurricane Alberto, sweeping toward Key West, Fla. In her log, Kaye wrote, "We have some pretty heavy seas to contend with where we are, and changing sails, reefing the main and navigating occupies time and takes our minds off the storm. Despite the heavy seas, we are making terrific time and in the right direction."

Frank's log entry at the time said, "We hope the storm dies out or we will have to alter our course." On June 5, Alberto weakened, and the couple "ate properly for the first time in a couple of days and caught up on some much needed sleep."

They arrived in Key West on Sunday, June 6, where they took on supplies and

made a couple of Laundromat runs. They continued their journey on June 8, and three days later again ran into rough weather with swells up to 25 feet. Nonetheless, the plucky *Panacea* made it to Charleston, S.C., harbor on June 13—right on time, as it so happened. The fuel line split, and petroleum leaked over the engine just as the Tarpleys pulled up to a fuel pier.

The next two days were spent repairing the engine and preparing for the final leg of the journey up the intercoastal waterway.

After another stop at a North Carolina port, the Tarpleys reached Portsmouth harbor on June 26, pulling into the marina at Norfolk at 4:40 that afternoon to end their 30-day odyssey.

—Story by JO3 Ethel Kortz  
—Photos by PH2 Kevin Knapp,  
SACLant Norfolk



*Frank and Kaye Tarpley, after an afternoon sail on Panacea, pull into Portsmouth Harbor and lower the sails.*



## Point Mugu Programs

Point Mugu, Calif., is in the midst of renovating and expanding its recreation services. Bob Sinnott, director of recreation services at the naval air station, heads the project and is also working to develop fitness and leisure programs for the Navy community.

The bowling center is being remodeled first. Next, the gymnasium's hardwood floors will be refinished, and new locker rooms, a sauna and a new gear issue counter will be added. These facilities will become part of a new fitness center staffed by trained counselors.

Other plans include repairing the fishing pier, adding new jogging trails, refurbishing the outdoor track and hiring a golf professional to give lessons. The child-care center will receive a new ceiling, fire-resistant walls, and a new playground will be added.

Long-range plans include improving the paint booths at the auto hobby shop and including a section for modifying recreation vehicles.



Sinnott firmly believes that recreation services should be people-oriented and the efforts to improve these services at Point Mugu are directed at what he calls the "wellness concept."

"This is the physical, mental and social harmony of a community through a formal leisure program. An organized-leisure program affects productivity on and off the job.

*Bob Sinnott (left), director of recreation services, NAS Point Mugu, meets with contractors Art Chaparro (center) and William White (right) during the remodeling of the bowling center.*

Ultimately, it provides increased retention."

—By Dave Casey, Point Mugu, Calif.

## Navy Medic Team to the Rescue

Thanks to quick thinking by motorists on California's Highway 580 and the expertise of two Naval Regional Medical Center, Oakland, Calif., staff members, an elderly Hayward, Calif., man is alive today.

Olton Pierce, 72, suffered an apparent heart attack while on the freeway and slumped over the wheel of his car. His wife, paralyzed from the waist down, managed to shut off the ignition and tried to steer the moving vehicle through the congested traffic.

Hospital Corpsman Second Class Sheila D. Sundbye and civilian employed Kim Ross-Babendir pulled their car over to the side of the road and dashed across two lanes to the Pierce

car. Two other commuters helped them bring the rolling car to a halt.

Pierce, pulled from the car by an unidentified man, had stopped breathing and had no pulse. The NRMCOakland staffers, trained in CPR by the Navy, began cardiopulmonary resuscitation. By the time fire department paramedics arrived, the victim's vital signs had been restored. Pierce was transported to a nearby hospital. He has since recovered and has been released.

Sundbye and Ross-Babendir, a former HM2, are patient contact representatives at the medical center's eye clinic.

## CGN 41 sponsors 4.1 for 41

When USS *Arkansas* (CGN 41) pulled into Augusta Bay, Sicily, to onload ammunition, the ship's company decided to launch its second "First (And Last) USS *Arkansas* Augusta Bay Run."

The 5.2-mile race through the Sicilian countryside featured runners from *Arkansas*, USS *Suribachi* (AE 21) and the staff of Commander, Destroyer Squadron 20.

Using what *Arkansas* crew members termed a 4.1 formula, the time of the top five runners (of 41) from each group would be totaled to come up with each team's final score. *Suribachi* ran away with the race compiling a time of 185 minutes, 24 seconds, as *Arkansas* placed second and ComDesRon 20 last.

—By JO3 Gus Paul  
USS *Arkansas* (CGN 41) PAO

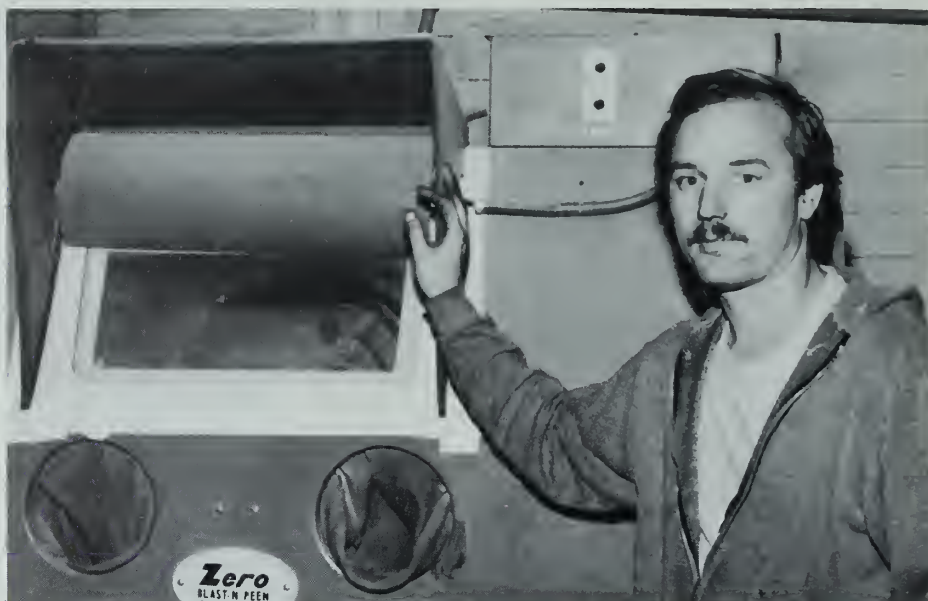
# Bearings

## Illustrator Extraordinaire

Willie Harris started creating poster designs in high school. He went on to work with professional sign writers in St. Louis, Mo., where, as Harris said, "I had to go in the back door of the shop to learn the trade. Black people then weren't allowed to join the union." Today, Willie Harris is a professional illustrator for the Fleet Aviation Specialized Operational Training Group, Pacific Fleet, Naval Air Station, Moffett Field, Calif.

Harris was drafted as an Army medic in 1953; still he found time to design his company's insignia, logos and emblems. After discharge in 1959, he enrolled in Florissant Valley Community College, St. Louis, Mo., campus, earning an associate degree in commercial illustration/graphic arts. He received his bachelor's in illustration/graphic arts from Washington University, also in St. Louis. During his college years, he worked as a technical illustrator for an aircraft company. He became an illustrator at the U.S. Mobility Equipment Command in St. Louis but moved to California in 1974.

Harris has received many awards for his creative works. His most recent was for a black history arts and crafts display shown in Santa Clara County, Calif. Asked what



**Getting down to the nitty-gritty.** Dale Widmer, a welder at the Naval Air Rework Facility, North Island, Calif., saved the government more than \$6,000 with his idea to reuse sand. A lot of garnet sand is used for sandblasting and, at 10 cents a pound, it's expensive. But Widmer remodeled a

sandblast booth that separates the sand from the dust created by the sandblasting process and pulls the dust into a collector bin. The sand remains in the booth to be recycled. With Widmer's idea, the government profited, and so did Widmer—to the tune of a \$745 award.

his most challenging project was, he said: "Completing a 50-foot mural of a Christmas scene." Standing 8 feet high, the mural was displayed at the third-story level outside the U.S. Army 14th Field Hospital

in Bad Kreuznach, Germany.

About his present job at Moffett Field, Harris said, "It's one of the best I've had during my 16 years of government work. I have been able to develop my skills in a place where I am both appreciated and respected."

Harris never lost his dream of owning his own business, however, and each weekday after working at his regular job, Harris drives to his shop in San Jose, Calif. There he and two California State University students create graphic drawings, large outdoor advertising signs, display ads and interior designs for local businesses.

Remembering his lean years and his early longing to create, Harris' business, which he started this year, offers training for young people and adults who desire to develop their creative skills.

—By JO2 Nanc Dodge  
NAS Moffett Field, Calif.



*Willie Harris completes a full-color naval insignia for NAS Moffett Field, Calif.*



## Up With People Tiger Cruise



Tiger cruises became a tradition with many Navy ships returning from deployment over the years, but for 150 relatives and friends of USS *Belleau Wood* (LHA 3) the event was an experience to be long remembered.

*Belleau Wood*'s transit from Pearl Harbor, Hawaii, to its home port in San Diego

marked the end of the amphibious assault ship's second deployment to the western Pacific and Indian oceans.

The "Tigers" were incorporated into the daily at-sea routine and participated in many shipboard events. For example, a Tiger watch bill gave the guests a chance to stand helm, lookout and combat infor-



*Upper left: Lt.j.g. Al Semritc, Belleau Wood's Tiger coordinator, answers questions about the available tours. Photo by PHAN Kirk Fuller. Above: Tigers police brass from the small-arms firing demonstration on Belleau Wood's flight deck. Photo by PH3 Francis Anglada. Lower left: A Belleau Wood sailor briefs two Tigers on the responsibilities of a lookout. Photo by PHAN Kirk Fuller.*



mation center watches. The Tigers also took part in navigation exercises and had the opportunity to operate the Navy tactical data system console.

Various demonstrations and displays were available. Small-arms firing, damage control and knot tying drew the largest numbers. A search and rescue drill—using the ship's helicopter—provided a showcase for air operations. In addition, individual departments in the ship, commanded by Captain Henri B. Chase, gave tours of their spaces.

The Tiger cruise enabled crew members to meet with some family members and friends a week before the actual homecoming. It also gave the Tigers some insight into life at sea aboard a major Navy combatant.

*By JO2 Jeff Embry  
USS Belleau Wood (LHA 3)*



La Maddalena

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# It's Getting Better All the Time

Story by JOC Dave Lee  
Naval Station La Maddalena  
Photos by PH3 Kurt A. Lange and JOC Lee







Start with the exotic, add the relaxed atmosphere of home life, and you have one of the best-kept secrets among overseas duty assignments in the U.S. Navy: La Maddalena.

Situated just off the northern coast of Sardinia in the Tyrrhenian Sea (a body of water which lies between Sardinia and the "boot" of Italy), La Maddalena is the largest island of an archipelago which goes by the same name. Sailors stationed in the area simply call the islands "La Madd."

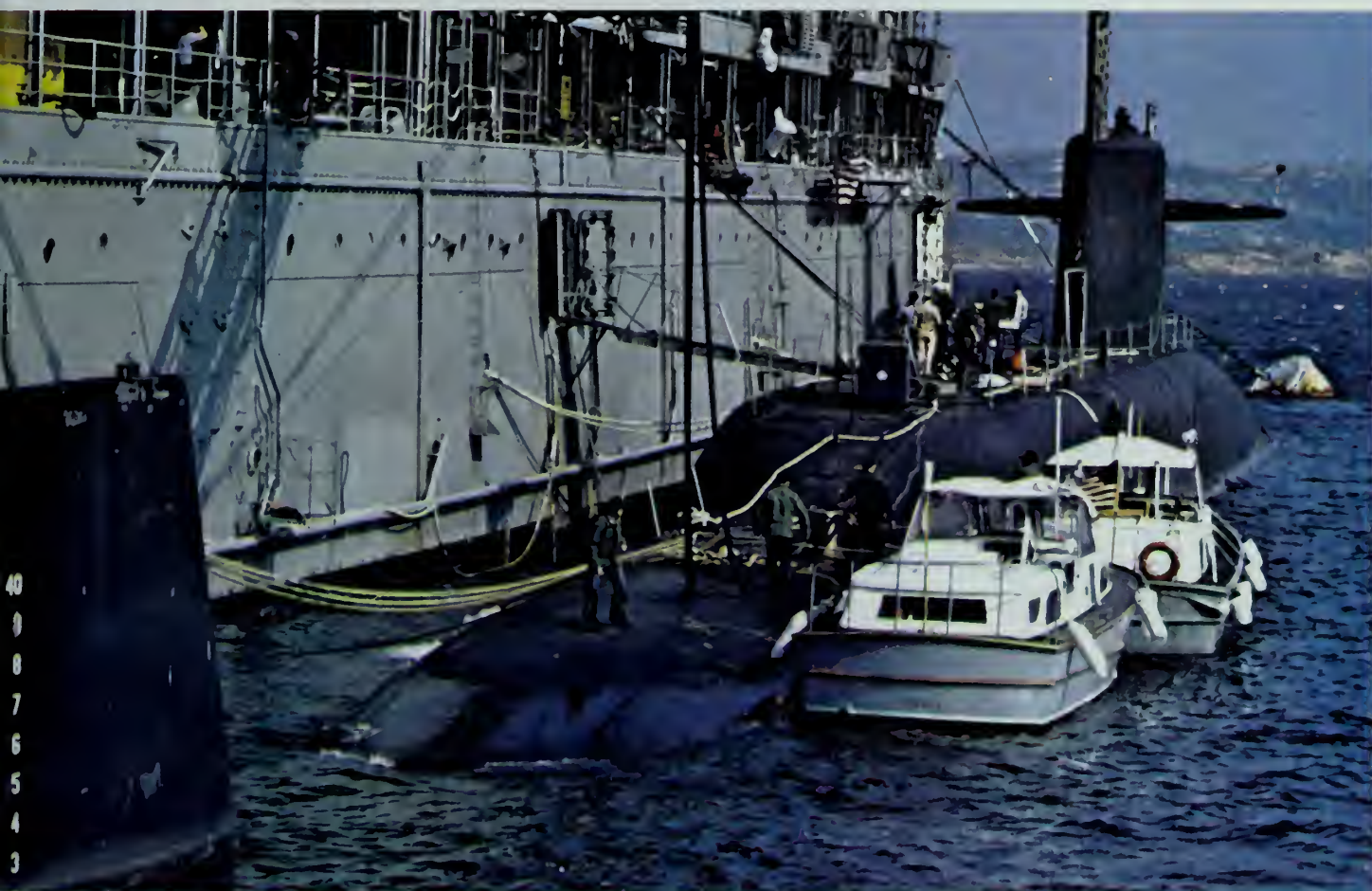
While a Navy Support Office is located on La Maddalena, along with housing, a dependents' school and other support facilities, the submarine tender *USS Orion* (AS 18) is berthed at Santo Stefano. This

*La Maddalena—where the Navy takes care of its people and its ships. Left: a child-care center. Below: USS Orion (AS 18), berthed in Santo Stefano island, off northern Sardinia.*

smaller island lies between the Sardinian coastal town of Palau (pop. 12,000) and La Maddalena. In addition to *Orion*, a small unaccompanied housing unit, exchange and commissary are located on Santo Stefano. A shore patrol office is located in Palau. There's also a community center for Navy families. More than 1,000 Navy men and women—with about 650 dependents—are assigned to La Maddalena.

Living conditions have seen some dramatic improvements over the last few years. Those who were stationed there in the '70s would hardly recognize the place. Back then, the whole of northern Sardinia was a collection of small farms and sleepy fishing villages, where living was anything but modern. Only a few tourists managed to discover the sun and solitude each summer.

Then, in 1972, the Italian government permitted the United States to





# La Maddalena

build naval facilities at La Maddalena. The first submarine tender to deploy there was USS *Howard W. Gilmore* (AS 16)—its job was to provide support for the attack submarines assigned to the Sixth Fleet in the Mediterranean Sea. *Orion* relieved *Gilmore* in 1980.

For several years, the American sailors lived peacefully among the several towns and villages of Sardinia and La Maddalena. Their “shopping sprees” were conducted via Navy landing craft, moving from island to island, and many commodities found in the states were not available.

Then, northern Sardinia was suddenly discovered—in a big way—by tourists. A huge resort area, the Costa Smeralda (“Emerald Coast”), sprang up around the small town of Porto Cervo. Hotels were put up, marinas were built, and La Maddalena said goodbye to its days of relative isolation.

Perhaps the most dramatic change for military families occurred in the area of housing. About three years ago, only 12 units of family housing and limited unaccompanied housing was available. Now, a brand-new resort hotel and apartment complex on La Maddalena has been leased by the Navy to help solve the housing shortage. This complex, called Paradiso, houses 142 unaccompanied people and 31 families. It boasts a swimming pool (with a weight room planned), saunas, tennis courts, disco, child-care center, Laundromat, library and a small chapel. A restaurant is due to open soon.

The unaccompanied section of Paradiso, called Calabro Hall, is staffed by both Navy and civilian specialists who take pride in their work and the facilities. They do so with justification; in 1981, they won the “Innkeeper of the Year” award among unaccompanied housing for naval forces in Europe.

In an area of the island called Trinita, dozens of new family housing units were opened last year. About 160 units are currently occupied, with about 60 more under construction.

They were built adjacent to the modern and well-equipped dependents’ school. The place commands a beautiful view of azure waters and golden islands, including the French-owned island of Corsica—Napoleon’s birthplace.

Shopping at the exchange and commissary is one chore that will soon become easier. Currently, Navy families have to go to Santo Stefano to shop. This involves a 20-minute trip each way on a modified “Mike” boat, as well as advance planning. Only a few trips are scheduled each day—hardly a convenient arrangement.



*Everything at La Maddalena that you'd find at home—and then some: comfortable rooms in unaccompanied housing, a variety of exchange items and a swimming pool.*





*Here's what's going on at La Maddalena: a ferry instead of a school bus for children living on the Sardinian mainland, a good selection of commissary items, an off-duty game, new construction which means even better things to come.*



However, this summer, those “Mike” boats laden with grocery bags will be a thing of the past. A much larger exchange and commissary building is going up in Paradiso. Then shopping will be strictly an exercise in land travel—either by foot or car.

Shopping on the economy will still be a part of life in La Maddalena. A wide variety of fresh produce is available locally at reasonable prices, so the commissary has no need to carry produce. Local stores and markets also will still be a good source of such commodities as hardware, furniture and special foods such as panini (small hard rolls) and cheeses. They also will continue to be the source of leather goods and clothing.

Eating in La Madd's restaurants will remain one of the outstanding pleasures. Local restaurants serve most of the familiar pasta dishes; a four-course dinner can be had for about \$7 or \$8, including bread and wine.

At the NSO compound, facilities include a cinema, racquetball and basketball courts, picnic area, playground and a recreational building, which



# La Maddalena

offers pool and pingpong, video games and television lounge. Other facilities include a gymnasium, bowling alley and snack bar. A picnic area and club are located at one end of La Maddalena, where various social events are well-attended. Near the club, another cinema, eight-lane bowling alley and minigolf course are planned. The island even has a marina where sailors can rent sailboats, powerboats and sailboards; needless to say, the beach is always nearby.

If the weather is bad, many indoor activities are available: photography, pottery, woodworking, karate and aerobic dancing classes—with an auto hobby shop on the recreational horizon.

*Orion* has a basketball team and takes on squads from submarines when they return from deployments. Boxing, rowing and soccer matches are also held. The Italian Navy also has a base in La Maddalena, and Italian teams often compete against the Americans.

In summer months, thousands of tourists pay for the chance to spend a few days in the beautiful surroundings that Navy people live in year-round. The Costa Smeralda area, with its recreational facilities, starts just south of Palau. As well as being a necessity for getting around the local area, a car can open up the whole Sardinian island

for exploration. The NSO recreation office runs one-day bus tours to local sights.

Ferries operate between Sardinia, France and the Italian mainland. Military Airlift Command flights leave from Olbia—about an hour's drive from Palau—three times a week for Naples. *Orion's* recreational fund partially subsidizes tours to such cities as Rome and Garmisch-Partenkirchen, West Germany (in the Alps). Commercial air connections with the rest of the continent and the United Kingdom can be made through Olbia.

At La Maddalena, many sailors take advantage of their time to expand their educational horizons. The University of Maryland has an active program of courses leading to associate and bachelor's degrees, with classes being held both on board *Orion* and at NSO. Besides the familiar courses, the university at times helps people take advantage of the location by offering classes in European history and culture, and week-long seminars on art history in Florence, one of the major centers of the renaissance. The NSO education office can assist with CLEP and other testing, as well as other means for gaining college credit.

As far as medical facilities are concerned, a branch clinic on the island

provides routine and minor emergency care for sailors and their families. Major emergency cases are taken to the Naval Regional Medical Center in Naples or to U.S. Air Force hospitals in West Germany. *Orion* also has its own medical department.

Life in La Maddalena is getting much better, but challenges still present themselves. For instance, transportation will always revolve to some extent around the automobile, passenger ferries and Navy boats; that's the nature of an archipelago. But the road traffic is light, and you can go for miles without running into a stoplight.

Perhaps the greatest challenge is the syndrome familiar to all who serve overseas: culture shock. The initial onslaught of the unfamiliar can be unnerving. But NSO has an orientation course to get people out into the community and acquaint them with their new homes. A social worker provides more personal, one-on-one help; a family service center also is in the offing.

One sailor's wife said, "At first, it's hard to adjust. Now that I've been here a while, I love it. I especially like the inexpensive travel."

One dependent, 11-year-old Scott Newton, said, "The culture is a lot different, but you get adjusted to it. I'm picking up Italian. We have an Italian teacher who comes in four days a week to teach us the language and all about the culture."

Getting to know your local neighbors is one of the best ways to feel at home here and is one of the biggest advantages to life in La Maddalena. It is a common sight to see groups of citizens and U.S. sailors sitting around a table at an outside cafe. The people have come to view the Americans as part of their community. Many have learned some English and take pride in using it when they can. Americans, on the other hand, have stories to tell of the hospitality offered, along with the home-cooked meals.

La Maddalena may be one of the best-kept secrets in the U.S. Navy but probably not for long.



*A small craft arrives at a local pier.*



# Mare Island Opens Child-Care Center

By Peggy Pearce  
RecSvcs Div, NMPC

The first totally new child-care center to be built by the Navy from the ground up opened its doors at Naval Station Mare Island, Vallejo, Calif., in February.

The \$1.3 million facility can accommodate up to 150 children between the ages of 6 months and 9 years. This is double the capacity of the old barracks that was used for the station's child-care program.

"The Navy takes care of its own," said naval station commanding officer Captain Ed Kellogg at the ribbon-cutting ceremony. "Our new child-care center is an example of that."

The 10,000-square-foot center is a colorful, one-story concrete structure with a Spanish tile roof featuring a skylight above a central, multipurpose room. Five large classrooms around this central core area will enable the children to be separated by age groups.

Surrounding the building is a 14,500-square-foot playground which features toys and equipment, an amphitheater for outdoor classes, a nature area and space for a vegetable garden. Toddlers, pre-school and school-age children have their own



play areas in the playground.

Phil O'Neill, director of recreation services at Mare Island, actively pursued the means for obtaining a new child-care facility for years. "Now at least we have a facility that permits us to accept more children at a time when the demand for child-care services is steadily increasing," he said.

A similar situation exists at other Navy installations where new child-care centers are under construction: NAS Jacksonville; NAS Meridian, Miss.; NAS Kingsville, Texas; NAS Memphis; Naval Support Activity New Orleans; NS Adak, Alaska; NAS Brunswick, Maine; CBC Gulfport, Miss.; NS Keflavik, Iceland; NS Norfolk, Va.; NAS Lemoore, Calif.; and the submarine base Kings Bay, Ga.

Safety is an important consideration in design. At Mare Island, non-flammable materials, heat and smoke detectors, and open access to classrooms make this child-care center "the safest building kids could ever be in," according to Jerry Livingston, director of the station's facilities manage-

ment division. It takes less than two minutes to clear the building of occupants.

Also located in the Mare Island child-care center is the Candy Cane Nursery which provides a more structured program for promoting the educational, physical, social and emotional needs of the children. Some activities in the nursery area include creative arts and crafts, music and rhythms, number and letter concepts, stories and language arts, science, physical coordination, dramatic play and outdoor play aimed at developing motor skills.

Center director Arlene Phillips and staff member Jean Doyle are enthusiastic about the advantages the new facility offer: according to Doyle, this center is 100 percent better than the old barracks.

In addition to furnishings and equipment provided as part of the new facility's construction package, a number of toys have been donated by Navy League groups in the local area. Phillips accepted these donations at the opening ceremony and expressed her appreciation on behalf of those who would enjoy the toys.



# Navy Wrestlers Press Advantage

By JO1 Jim Bryant NETC, Pensacola, Fla.

Of all sports, wrestling, without a doubt, is the oldest. Early cave men—so we're told—used a variety of holds to defend themselves in case they were attacked by wild animals or other tribal members.

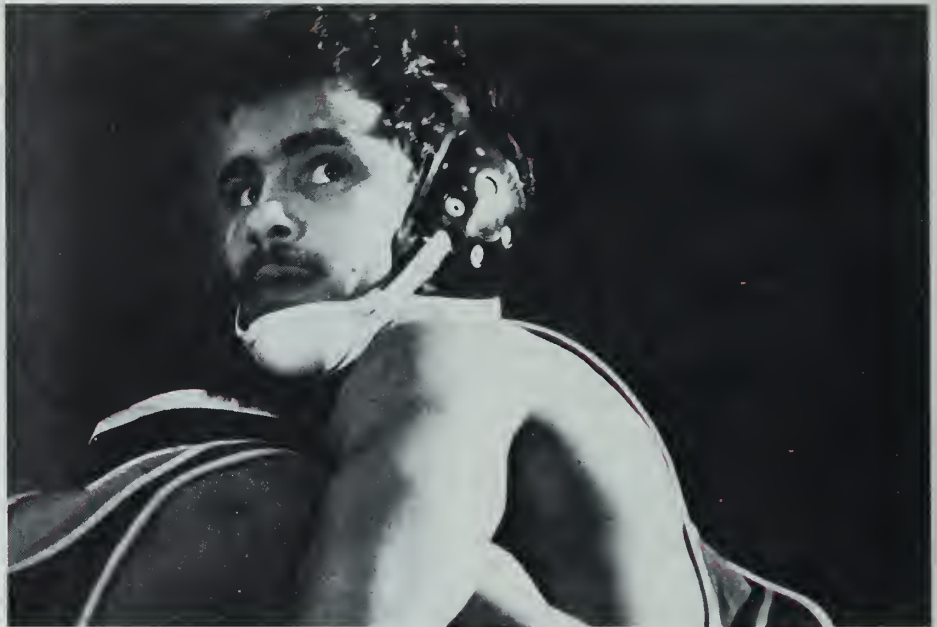
During the thousands of years that have passed since, many games were invented to pass time or to meet an opponent's challenge. Wrestling as a sport is natural to man; it requires no equipment and is an effective method of developing energy, strength and endurance. All that's required in wrestling is a worthy opponent—and one may be found anywhere.

Eleven of 20 wrestlers from the all-Navy wrestling team placed in the interservice competition held at Marine Corps Base, Quantico, Va. By winning either a first or second place in the interservice matches, six Navy wrestlers earned berths in three other wrestling competitions—the Conseil Internationale du Sports Militaire matches in Paris, the Pan American Cup Championships in Venezuela and the World Games in Russia.

The six wrestlers who won the right to represent their country abroad are:

- FTM2 Dave Butler of USS *Ranger* (CV 61), who won first place in both free style and Greco-Roman for the 163-pound class.
- MS2 James Jones of Assault Craft Unit One, San Diego, who won first place in Greco-Roman and second place in free style for the 105.5-pound class.
- SH3 Rob Hermann of NAS Pensacola, Fla., who won first place in Greco-Roman and second place in the 125.5-pound class.
- STG3 Arnie D. Coke of USS *Truxton*

*Top: Ensign Guy Zanti watches the clock while getting a firm grip on his opponent during all-Navy competition for the Greco-Roman wrestling team. Right: Ensign Steve Astolfi, top, pins FN Clint Yale with a half nelson during all-Navy competition. Both moved on to and placed in interservice competition.*







(CGN 35), who won first place in free style and fourth place in Greco-Roman for the 149.5-pound class.

- Ensign Guy Zanti of NAS Pensacola, who won second place in the 114.5-pound class of free style.

- HM3 Frank Hernandez of Naval Hospital, San Diego, who won second place in the 149.5-pound class of Greco-Roman.

The five wrestlers who also placed in interservice competition are:

- FN John Dolloff of USS *Seattle* (AOE 3), who won fourth place in both Greco-Roman and free style for the 198-pound class.

- BMSN Mike McGuire, also of Assault Craft Unit One, who won fourth places in both styles for the unlimited weight class.

- MM3 Clint Yale of USS *Bainbridge* (CGN 25), who won third place in the 114.5-pound class of Greco-Roman.

- FN Jim McGrath of Shore Intermediate Maintenance Activity, Naval Amphibious Base, Little Creek, Va., who won third place in the 149.5-pound class of Greco-Roman.

- Ensign Steve Astolfi of Naval Education and Training Center, Newport, R.I., who won fourth place in the 114.5-pound class of free style.

The Navy took third place in overall team standings after the Marine Corps and Army teams, respectively. The Air Force team placed fourth.



Above: SN Jim McGrath tries to counter a gut wrench hold applied by HM3 Frank Hernandez. They earned places on the all-Navy free style and Greco-Roman teams, respectively. Right: Referee Dave Butler raises the arm of Ensign Guy Zanti, after the latter won a spot on the all-Navy Greco-Roman wrestling team.

## Regional drug task force offices

Vice President George Bush recently announced the formation of five new regional offices in support of the national narcotics border interdiction system. The NNBIS is a nationwide effort to halt the flow of drugs into the United States and is based on the successful efforts of the South Florida Task Force. Since February 1982, the South Florida Task Force has employed federal law enforcement resources and the Coast Guard with the assistance of the Department of Defense to combat the influx of drugs in that region. Progress is encouraging: a 27-percent increase in drug arrests, a 23-percent increase in marijuana seizures and a 54-percent increase in cocaine seizures. In the past 15 months, drugs with a street value of about \$5 billion have been seized.

The NNBIS expands the efforts of the South Florida Task Force to all borders of the United

States and uses professionals from many federal agencies, including the FBI, the Drug Enforcement Administration, U.S. Customs and the Coast Guard, the Department of Defense, the Immigration and Naturalization Service and the intelligence community of the United States. In addition to the southeast regional office already established in Miami, Fla., the five new offices and their regions are New York City, Northeast Region; Chicago, Northern Border Region; Long Beach, Calif., Pacific Region; El Paso, Texas, Southwest Border Region; and New Orleans, La., Gulf Region.

The vice president pointed to the military as having a key role in the success of NNBIS, saying, "The use of United States military resources provides us with an imposing presence in the air and especially on the high seas."

## Lehman says now is most exciting time for fleet

In remarks at the U.S. Naval Academy's May graduation ceremonies, Secretary of the Navy John Lehman spoke of the historic changes transforming the nation and the Navy today. He outlined the return of the country from a period of self-doubt, anti-militarism and a loss of faith to more traditional American attitudes based on confidence, optimism and true support and appreciation for the role of our armed forces. He said, "Traditional American values are no longer held up to ridicule... America has turned once again to its military, to its military leaders to set standards of integrity and excellence, and to restore American security and confidence in a threatening world."

Lehman focused his remarks on the effect of those changes on the Navy and Marine Corps, saying, "This is the most exciting of all possible times to be joining our fleet. The transformation that has taken place in this country is

reflected in the transformation in our fleet and our Fleet Marine Forces. In just two short years, we have reversed one of the worst periods of retention when we had to tie up ships at the pier for lack of sufficient manning, the lowest peacetime retention in the history of the Navy...(rising) to the heights today where we have every ship manned at full capacity; sea-going billets over-subscribed, readiness at its highest rate in peacetime history. And a fleet that had shrunk just two years ago to some 460 ships (is) already up to 514 ships with another 110 a-building."

In closing, Lehman repeated President Reagan's remarks at *New Jersey's* recommissioning, "Freedom to use the seas is our nation's lifeblood. For that reason our Navy is designed to keep the sea lanes open worldwide: a far greater task than closing those sea lanes at strategic choke points. Maritime superiority, for us, is a necessity."



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## Changes to CREO

The new career re-enlistment objectives directive signed May 11, 1983, contains important policy changes including:

- A revised list, highlighting changes to open, controlled and closed ratings, and

- Earlier convening of the striker quota allocation board, this cycle's board having convened July 1.

Striker candidates denied controlled rating quotas may take the E-4 exam in an open rating without prior completion of the rate training course. The waiver is subject to the approval of the commanding officer, and rate training courses must be completed prior to advancement.

## First naval flight officer named to shuttle crew

Lieutenant Commander Dale A. Gardner, a naval flight officer, has been named a member of the NASA crew for the August launching of the space shuttle, *Challenger*. While a number of Navy pilots have earned recognition as astronauts, Gardner's mission will mark the first space flight by an NFO. He was selected as an

astronaut candidate in January 1978 and completed one year of training and evaluation in August 1979, making him eligible for assignment as a mission specialist on space shuttle flight crews. While Gardner will be the first NFO in space, there are six NFOs in the NASA program, four of whom are still on active duty.

## Savings at exchange/commissary enhance quality of life

An independent price comparison survey conducted by a marketing research firm shows that Navy exchanges provide a saving of 23.3 percent and the saving at Navy commissary stores is 20.9 percent when compared with department stores and supermarkets.

The survey was conducted in February 1983 in eight Navy exchanges and seven commissary store marketing areas in the United States. Prices on 306 items sold by exchanges and 130 items representing an average commissary patron shopping basket were compared with prices for identical items in commercial stores and supermarkets. Prices included specials and promotions offered by exchanges, commissary stores and

commercial stores. Retail sales taxes were included in the commercial prices reported. The research firm computed the amount of savings realized by exchange and commissary store shoppers.

According to officials at the Navy Resale and Services Support Office, the savings at Navy commissary stores may be even greater than recorded in the survey. At the time of the survey, the surcharge at Navy commissary stores averaged 6 percent. In late March, the surcharge was reduced to 5 percent at all Navy commissary stores, providing even greater savings to authorized patrons.

# Currents

## *Naval Space Command*

A new Naval Space Command—effective Oct. 1, 1983, to be located in Dahlgren, Va.—will consolidate existing activities and organizations which operate and maintain Navy space systems for the fleet and other agencies as directed by the Joint Chiefs of Staff. The organizational structure of the new command is being developed. Organizations which could be included are the Naval Space Surveillance System, the Naval Astronautics Group and elements supporting the Fleet Satellite Communications System. The Naval Space Command will report to the Chief of

Naval Operations and will provide support to fleet units and other agencies worldwide.

Actions taken earlier to support the Navy's space efforts have included the establishment of a Navy space division within the staff of the Chief of Naval Operations, inauguration of a postgraduate master's program in space engineering and operations at the Naval Postgraduate School, Monterey, Calif., and assignment of a flag officer to head Navy space acquisition at the headquarters of the Naval Electronic Systems Command.

## *LDO/CWO programs revised*

The Navy has completed a study of the limited duty officer and chief warrant officer billet structures and is incorporating recommendations resulting from that study into a five-year program.

All LDO billets were reviewed with changes recommended for 1,663 billets—either converting current unrestricted line, restricted line or staff officer billets to LDO billets or vice versa. The net result of these changes will be an increase of 532 LDO billets—230 sea billets and 302 ashore. In addition, the number of LDO commander billets will increase from 88 to 241, LDO lieutenant commander billets will increase from 710 to 957, and, overall, the LDO community will expand

from 3,800 to 4,700.

Revisions to the CWO program will increase that community from 3,100 to 3,400 members and will put chief warrant officers in charge of billets at a number of shore activities.

These changes are expected to improve sea-shore rotation in most fields and will establish career patterns for all LDO and CWO designators. The changes are not expected to ease selection for LDO or CWO as the current level of accessions will accommodate planned growth in both communities. These revisions, already underway, will affect all LDO and CWO communities.

## *FY 1983 personnel update*

The Navy is experiencing the highest retention in years with first-term retention up more than 6 percent and second-term re-enlistments almost 5 percent higher than expected. Unprecedented numbers of prior service petty officers have rejoined the Navy over the past two years. The 22,000 petty officer shortfall of three years ago is expected to be down to 9,900 by the end of this fiscal year. Fleet personnel readiness is the highest it has been in many years.

While this is good news, a more senior and

experienced force does raise manpower costs. To compensate for these increased costs, the Navy has had to make some adjustments to manpower and personnel programs such as requesting voluntary tour extensions and increasing reassignments within geographic areas. Most of the necessary adjustments have, however, been made in non-personnel related areas. The goal is to make only those adjustments which have the least impact on personnel.



## ***Pentagon corridor to honor women***

A corridor honoring women in the service, highlighting the history of women in the military from the Revolutionary War to the present, will soon be constructed in the Pentagon. Officials at the Naval Historical Center and in the Office of the Deputy Chief of Naval Operations for Manpower are seeking photographs, artifacts, programs and other historical materials from periods in history when women served with or in the Navy for inclusion in the exhibit.

People wishing to donate memorabilia are

asked to send only information about their material. Officials in the Office of the Secretary of Defense who are planning the exhibit will review this information and then contact the owners. Those wishing to donate or loan material should write to:

Curator  
Naval Historical Center  
Washington Navy Yard  
Washington, D.C. 20374

## ***More timely JAG manual investigations***

Each year, nearly 8,000 JAG manual investigations are convened, providing information which is vital to the efficient administration of the Navy and the welfare of Navy people. Delays in completing and reviewing these investigations hinder the chain of command in identifying unsafe practices and taking prompt corrective action. Such delays also hinder the Navy's providing timely information to families of service members in case of death or injury.

To expedite the investigation and review process, NAVOP 059/83 established specific time

limits for processing JAG manual investigations:

—Investigating officers are required to submit their reports to the convening authority within 30 days of the incident or accident.

—The convening authority is required to complete review within 30 days of receiving the report or within 20 days in the case of death investigations.

—Subsequent reviews by higher authorities must also be completed within 30 days or within 20 days for death investigations.

## ***New policies govern transfer to Fleet Reserve***

Policies governing transfer to the Fleet Reserve will change Oct. 1, 1983, lengthening time required at a final duty station and doubling over-tour extensions.

Present policies governing transfer to the Fleet Reserve require that individuals

—complete 20 years of creditable active service,

—not be in receipt of PCS orders when transfer application is submitted,

—submit their request not less than six months but not more than one year in advance of requested transfer date, and

—serve one year on board their present permanent duty station at time of transfer to the

Fleet Reserve.

Present policies also allow members to extend three months beyond their projected rotation date at their current duty station to meet the above requirements.

The new policy applies to individuals executing PCS orders after Oct. 1. It will require completion of two years at present permanent duty station before transfer to the Fleet Reserve. The new policy also extends the three month over-tour extension to six months to meet eligibility requirements. These policy revisions are intended to alleviate manpower shortages in the senior enlisted ranks, enhance command continuity and conserve PCS funds.

# A Lot to Learn in Six Weeks

By Ensign P.A. Roberts  
Photos by PHAN Jeff Berry  
NATTC, NAS Memphis

The scene is familiar to the bus and taxi drivers who make the regular run from Memphis International Airport to the Naval Air Technical Training Center in Millington, Tenn. Young sailors and marines, fresh out of boot camp and just off the airplane, mill around in small groups waiting for the trip to the naval air station.

Thus begins the second leg in an adventure that will eventually find these men and women assigned to an operating squadron or to a naval or Marine Corps station.

The Naval Air Technical Training Center's Aviation Machinist's Mate Course (better known as the AD(A1) Course) is

one of the schools that makes up the Mechanical Training Department within NATTC.

Navy and Marine, male or female, are eligible for the AD Course. Navy people must have a combined BTB score of  $ARI + ETST = 96$  or ASVAB scores of  $AR + MK + EI + GS = 190$ , and Marine







people must have GT-95 and GM-90. Candidates must have normal color perception, be in paygrades E1-E3 and be graduates of the Aviation Fundamental Course.

The AD Course is approximately six weeks long. The first four weeks are spent in a learning center working on a computer-managed, self-paced module. Instructors are available to provide assistance and guidance, as needed.

One module of instruction is taught in each learning center for a total of nine subject matter areas. Subjects studied include: characteristics of jet power plants, principles of operation, thrust development, power plant system familiarization, disassembly and assembly, lubrication systems, starting and ignition, inspections, preservation and depreservation,

auxiliary starting equipment and aircraft fueling. This is a lot to learn in six weeks time.

The instruction packages used in each module consist of a summary, a narrative and the complete programmed instruction. Students work their way through each package at their own pace. He or she will be tested at a central testing point using multiple choice tests, graded by optical scanning equipment. The results are stored in the computer for future reference, and the student receives an immediate printout of his test result. This use of the computer allows both the student and instructors to follow the progress. If there is need for review or if a personal problem crops up, trained counselors are available to help. On the other hand, students with previous mechanical experience or training in a particular area have the opportunity of challenging each module by taking the test without first working the complete programmed instruction.

After successfully completing the first four weeks of study, the last two weeks are spent in hands-on training of jet aircraft maintenance. The major emphasis in this part of the course is safety while working with aviation equipment. When a student leaves the school and begins to work in a normal operating activity—be it hangar bay, engine shop or flight line—the need

for compliance with safety regulations has been permanently instilled.

Upon graduation, the student can perform as an aviation machinist's mate striker in areas such as: the removal, inspection and reinstallation of gas turbine power plants and their related systems; the use of maintenance action forms; the use of technical publications; and flight-line operations including performance of daily inspections.

In 1982, the number of students in the NATTC Memphis AD School was 1,782—915 sailors and 867 marines. About 215 students a year are women. All women ADs from the Navy and Marine Corps attend the school at Memphis.

The attrition rate for AD school was 13 percent in 1982. However, due to changes in training methods which were implemented last July, attrition has gone down to 4 or 5 percent. This change in training methods set the course up as it is now: specialized instructors working within their own areas and the students moving from room to room as the subjects they are studying change with the successful completion of a module.

Those who complete the AD Course know how important their jobs are. They have learned to work with the rest of the Navy team to promote safety, trust and confidence in the naval aviation program.



*Students attending the AD Course learn about aircraft mechanics and related operations, including canopy opening and service checking (left), using cockpit instruments and starting the aircraft (above), and removing and re-installing main fuel nozzles (right).*

# Museums on the



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Richard Schickel



# Floor of the Lake



Sophisticated new technology resurrected ghostly images from the icy depths of Lake Ontario, Canada, where two armed sailing schooners entomb American seamen lost during the War of 1812.

Scientists directed a remotely piloted vehicle carrying cameras and lights as it explored and photographed *Hamilton* and *Scourge*, two U.S. Navy vessels that have been resting on the bottom of Lake Ontario for 170 years.

The RPV brought back some 1,500 still pictures and 23 hours of videotape during six days exploring *Hamilton* and *Scourge*.

The underwater photographs include the gracefully carved ships' figureheads—the goddess Diana graces the prow of the 75-foot *Hamilton*, and a figure of Lord Nelson juts from the 60-foot *Scourge*. Both ships bore the names of their figureheads until

they were pressed into service by the U.S. Navy in 1812 and renamed.

The images created when the RPV focused a National Geographic camera on the schooners are perhaps the most detailed portraits ever made of ships lying in water as deep as 300 feet. They foreshadow a whole new era in underwater exploration.

Deep-water photography and archeology by remote control offer scientists new access to the depths at levels of efficiency, cost and safety that many experts believe will eventually make the human diver and even the manned submersible obsolete.

The two wooden ships were part of Commodore Chauncey's squadron on Lake Ontario during America's second struggle against Britain. During an engagement with the English squadron on Aug. 8, 1813, a sudden squall caught the two ships by surprise and caused them to capsize and sink. Only 16 men were saved from the two ships.

Thorough historical research and side-

*Left: An artist's view of the 60-foot Scourge, one of two armed U.S. schooners sent to the bottom of Lake Ontario during a storm in 1813. Photo by Richard Schlecht, © 1983 National Geographic Society.*





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Upper left: Female figurehead still graces the Hamilton, the other armed U.S. schooner on the bottom of Lake Ontario. Upper right: Daniel A. Nelson, who directed the search for the two schooners, stands by the remotely piloted vehicle that carried cameras 300 feet below the lake's surface to photograph the ships. Right: A six-pounder pokes through a gunport of the Scourge. Far right: The remains of a sailor near the Scourge. Photos by Emory Kristof, © 1983 National Geographic Society.



© "1983 National Geographic Society"



scan sonar images made by a Canadian government research vessel confirmed the ships' locations in 1975.

They lie as though ready for action—upright with hulls resting on the bottom, cannons poised, cannonballs stacked nearby, cutlasses and boarding axes stowed in easy reach.

Project director Daniel A. Nelson, who pursued these long lost ships for 11 years, wrote "*Hamilton and Scourge* are three-dimensional blueprints of their time, containing a wealth of historical detail on a period as important as it was poorly documented. . . .

"What the portraits tell us is that the hulls are completely intact, with no visible damage to keels, frames, or planking. . . . It is almost as though with a little refitting the two ships could sail again."

Although they may remain 300 feet down for years to come, the RPV recorded the ships section by section despite visibilities that were never better than 10 feet.

The Navy, which owned the *Hamilton* and *Scourge*, has transferred title to Canada's city of Hamilton on Lake Ontario. The city has supported exploration of the ships and has designated a lakefront site where they will one day be displayed if they are brought to the surface. If the vessels are raised, the officers and seamen who went down with them will be returned to the U.S. Navy for burial with full military honors.



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# The Navy Remembers

*In commemoration of the Navy's 207th birthday on Oct. 13, 1982, All Hands began a year-long series highlighting selected important events in Navy history. In this issue, we look at some significant August events.*

August has been a month when wars were started, and it's also been a month when wars were ended. Congress established the War Department on Aug. 7, 1789. On Aug. 1, 1801, the schooner *Enterprise* defeated the Tripolitan pirate vessel *Tripoli*; on Aug. 13, 1812, an early naval action of the War of 1812 occurred when the frigate *Essex* battled the British ship *Alert*.

On Aug. 7, 1815, Captain Stephen Decatur forced the bashaw of Tripoli to agree to pay an indemnity for violating its 1805 treaty with the United States, to resume consular relations and to fire a salute to the American flag. On Aug. 14, 1945, Japan agreed to surrender to the Allied nations; the surrender terms were signed on Sept. 2, 1945, thus ending World War II.

The month of August is important for naval innovations. On Aug. 3, 1861, Congress appropriated \$1.5 million and authorized the appointment of a board to evaluate plans for construction of ironclad, steam-powered gunboats. The board's recommendation led to construction of *Monitor*, *Galena* and other new "ironsides." These, with the ironclads that followed, revolutionized naval warfare. On Aug. 21, 1951, the first contract for a nuclear-powered submarine was awarded. The Navy's first hydrofoil patrol craft, *High Point* (PCH 1), was launched on Aug. 17, 1962, at Tacoma, Wash.

Naval air's growth was another matter. In August 1909, the acting Secretary of the Navy disapproved a request for two aircraft, saying, "The depart-

ment does not consider that the development of an airplane has progressed sufficiently at this time for use in the Navy."

## War in the Pacific Ends

By the end of July 1945, the U.S. Navy, operating in Japanese waters, launched air strikes and shore bombardments against shipping, railroad yards and shipyards, and industrial cities.

After the atomic bomb was dropped on Hiroshima and the same horror befell Nagasaki, word reached Fleet Ad-

miral William F. Halsey that Japan was still haggling over the peace terms. Fleet Admiral Halsey decided to continue military pressure until the Japanese government surrendered.

The Third Fleet planned to strike the Tokyo area after refueling on Aug. 11; however, threat of a typhoon postponed the strikes until the early hours of Aug. 13. On the 14th, the planes refueled.

On the 15th, Commander Task Force 38 (Vice Admiral John S. McCain) launched its bombers and fighters in what was to be the last air strike on the capital city of Tokyo.

In his book, *Victory in the Pacific*, Samuel Eliot Morison writes, "...a second strike was approaching the coast, when Admiral Halsey received an urgent message from Cincpac ordering air operations suspended, since word had come through of the Emperor's promise to surrender. Admiral McCain promptly canceled all subsequent strikes and recalled planes already in the air. The second strike jettisoned its bombs in the open sea and returned, but the first was not so fortunate. Six *Hellcats* of Yorktown's VF-88 got the word when over Tokorozama airfield. The strike leader had barely got off his 'Roger' when the formation was jumped by 15 to 20 Japanese planes. A wild fight...ensued; and although the outnumbered *Hellcats* shot down nine of the enemy, they lost four of their own."

The last major ship to receive damage in action was the old battleship







USS *Pennsylvania* (BB 38), a survivor of the attack on Pearl Harbor. *Pennsylvania* was at anchor off Okinawa the evening of Aug. 12 when a single Japanese plane made a surprise attack. Its torpedo exploded near the ship's starboard screw, killing 20 sailors and wounding many others. *Pennsylvania* had just returned from a thorough overhaul at the Hunter's Point Shipyard in San Francisco.

Fighting had ended so suddenly that crews and commanders found peace hard to believe, but the Allies in Japanese waters took no chances on a Pearl Harbor-type sneak attack and stayed on the defense through the signing of the surrender documents on Sept. 2. After all, intentions and actualities were two different matters.

Writes Morison, "It is simply not true that Japan had no military capability left in mid-August. Although 2550 kamikaze planes had been expended, there were 5350 of them still left, together with as many more ready for orthodox use, and some 7000 under repair or in storage; and 5000 young men were training for the Kamikaze Corps. The plan was to disperse all aircraft on small grass strips in Kyushu, Shikoku and western Honshu, and in underground hangars and caves, and conserve them for kamikaze crashes on the Allied amphibious forces invading the home islands."

Thirty hours after Fleet Admiral

Chester W. Nimitz had ordered all U.S. forces to cease fire, a Japanese imperial order went out at 4 p.m. Aug. 16, to the entire armed forces to "cease fire immediately." But even as late as Aug. 26, kamikaze pilots were still saying they would dive on USS *Missouri* (BB 63) when it pulled into Tokyo Bay.

## Nautilus First to Reach North Pole

Not only was USS *Nautilus* (SSN 571) the first nuclear-powered ship in the world, it was the first ship (submarine) to reach 90 degrees north—the North Pole.

On July 23, 1958, *Nautilus* left Pearl Harbor and made a submerged voyage, arriving at the Bering Strait on July 29. After surfacing to plot a course through the ice, it went under off Point Barrow, Alaska, and headed due north. *Nautilus*—at 11:15 p.m. on Aug. 3—became the first ship in history to reach the geographic North Pole.

After cruising more than 1,800 miles under the polar pack, *Nautilus* on Aug. 5 entered the open waters of the Greenland Sea. It continued south to the Atlantic to also become the first ship to make the fabled Northwest Passage via the polar route, eventually arriving in England on Aug. 12. *Nautilus* had taken 19 days to cover more than 8,000 miles at an average speed of 17 knots.

—By JO1 J.D. Leipold



# Mail Buoy

## Our Address

No matter how good your story is, there's not much chance of seeing it in print if it's delayed in the mail. Some contributors still send materials to *All Hands* using addresses that have long been out of date. For instance, *All Hands* hasn't been with the Bureau of Naval Personnel since 1974; it's been years, too, since we were at Crystal City.

Our correct address is: *All Hands*, Room 8N11, Hoffman II, 200 Stovall St., Alexandria, Va. 22332.

## For Information

**SIR:** In an attempt to clear the air about the Portsmouth Naval Shipyard being in New Hampshire—when it's actually in Maine—the following is submitted for the benefit of readers:

The islands the Navy began purchasing in 1800 that make up what is now Portsmouth Naval Shipyard were originally a part of the state of Massachusetts. When Maine became a state in 1820, the islands stayed in Maine. They have *never* been part of New Hampshire.

We get our mail through Portsmouth, New Hampshire, yet our telephone area code is Maine. Our water comes from Maine, our sewage is treated in Maine.

In 1822, the state of Maine passed legislation that "... the State shall have concurrent jurisdiction with the United States over said islands, so far as that all civil and criminal process issued under authority of the State may be executed on any part of the island, or in any building ... and all persons residing thereon, not being in the military, shall be holden to do military duty in the militia of the States ..."

Although we have a fine relationship with both states, there is absolutely no doubt about where we're located: All 9,000 civilian employees pay income taxes to the state of Maine. And approximately half of them are New Hampshire residents.

Why Portsmouth Naval Shipyard? Why Treaty of Portsmouth? Probably because Portsmouth is and has been the largest nearby city. By the way, Norfolk Naval Shipyard gets its mail in Portsmouth, Va. —R.W. Johnston, York, Maine.

## Record Set Straight

**SIR:** After reading "Fond Farewell" in the April Mail Buoy, I feel I must set the record straight. While *USS Vogelgesang* (DD 862) was a fine ship, she certainly didn't "outlive any other FRAM in our Navy." While Vogie was in a decom stand-down, *USS William C. Lawe* (DD 763) was once again breaking records on her third Great Lakes cruise.

We have our third consecutive Battle E, the Communications C and the Retention R displayed on our bridgewings. The officers and men of *William C. Lawe* join those of *USS Harold J. Ellison* (DD 864) in laying just claim to being the last of the FRAM "can" crews. —OS1 Robert Ramsden

## FRA Support

**SIR:** Concerning the article "Recruiters of the Year" (April 1983 issue), I think your readers would like to know where the funds come from to defray the cost of the recruiters' dependents' travel to Washington.

The program is not operated at the expense of the taxpayer. These funds are donated by the friends of the U.S. Navy, many national military associations and others.

The FRA is privileged to be the coordinator of the annual fund-raising campaign. This year we raised more than \$7,500, not counting the travel funds which were donated by the Navy League of the United States. —Robert W. Nolan, National Executive Secretary, FRA.

• *Sometimes we lose sight of the wonderful support given Navy programs by the Fleet Reserve Association and other public spirited organizations. The omission was not intentional.* —ED.

## Reunions

• **USS McCaffery (DD/DDE 860)**—Reunion Sept. 21–23, 1983, Fall River, Mass. Contact Gordon E. Leiser, 417 Adirondack Ave., Spotswood, N.J. 08884; telephone (201) 251-1457.

• **USS Houston Association (CA 30, CL 81)**—Reunion Sept. 20–25, 1983, Phoenix, Ariz. Contact Don Johnson, 4553 Hubbell St., Phoenix, Ariz. 85002.

• **USS Independence (CVL 22), VF-22 and CVL Group**—Reunion Sept. 22–24, 1983, San Francisco. Contact Lorin W. Smith, 4049 Dry Creek Road, Sacramento, Calif. 95838.

• **USS Wilson (DD 408)**—Reunion Sept. 22–25, 1983, San Diego. Contact Milton Crookston, 571 Inwood Drive, Santa Barbara, Calif. 93111; telephone (805) 967-4214.

• **USS Fanning (DD 385)**—Reunion Sept. 23, 1983, Lynchburg, Va. Contact Fred Winger, 712 Hewlett St., Bakersfield, Calif. 93309; telephone (805) 323-7013.

• **USS Capps (DD 550)**—Reunion Sept. 23–25, 1983, Atlanta. Contact R.B. Elsberry, 583 NW Dogwood Drive, Lilburn, Ga. 30274.

• **USS Chester (CA 27)**—Reunion Sept. 23–24, 1983, Reno, Nev. Contact James E. Tracy, 4951 Castana No. 36, Lakewood, Calif. 90712; telephone (213) 630-1840.

• **70th USN Construction Battalion Seabees with Detachments 1005 and 1006, and CBMUs 578 and 579**—41st anniversary reunion Sept. 23–25, 1983, Atlantic City, N.J. Contact Albert Grassle, 747 Newark Ave., Kenilworth, N.J. 07033.

• **U.S. Asiatic Fleet (4-Stacker) Destroyers**—Reunion Sept. 26–Oct. 1, 1983, Grant City, Neb. Contact Henry Mate, 719 'D' St., Central City, Neb. 68826 or J. Daniel Mullin, 1105 Whitehall Drive, Mt. Pleasant, S.C. 29464.

• **USS Hovey (DMS 11), Ex (DD 208)**—Reunion Sept. 28–Oct. 2, 1983, San Diego. All crew members from the DMS Long, Southard and Chandler are welcome. Contact "Dusty" Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965/5733.

• **26th Naval Construction Battalion Association**—Reunion Sept. 29–Oct. 1, 1983, Gulfport, Miss. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **USS Fletcher (DD/DDE 445)**—Reunion Sept. 29–Oct. 2, 1983, Reno, Nev. Contact O.H. Henderson, 111 Townley Court, Madison, Tenn. 37115.

• **USS Pittsburgh (CA 72)**—Reunion Sept. 29–Oct. 2, 1983, Nashville, Tenn. Contact J.C. Ayers, Box 74, Wildwood, Ga. 30757; telephone (404) 820-1601.

• **USS New Mexico (BB 40)**—Reunion Sept. 30–Oct. 2, 1983, St. Louis. Contact LeRoy Miller, 8619 Villa Crest Drive, St. Louis, Mo. 63126; telephone (314) 842-1806.

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When Chief Navy Counselor Duane E. Moodispaugh says his is a Navy family, he pulls out a wallet-sized version of this family photo to prove it and points them out as his wife, Marie (standing), and their children (l-r) Cheyenne, 8; Michael, 4; Matthew, 6; Brian, 3; Renee, 11; Keith, 14 months; and Chad, 7. Moodispaugh wrote 79 contracts his first year as a Navy recruiter in Harrisburg, Pa., earning meritorious advancement to chief petty officer and conversion from aviation machinist's mate to Navy counselor. He is now zone supervisor, responsible for 14 recruiters in eastern Pennsylvania. Photo by Lee W. Godshall.



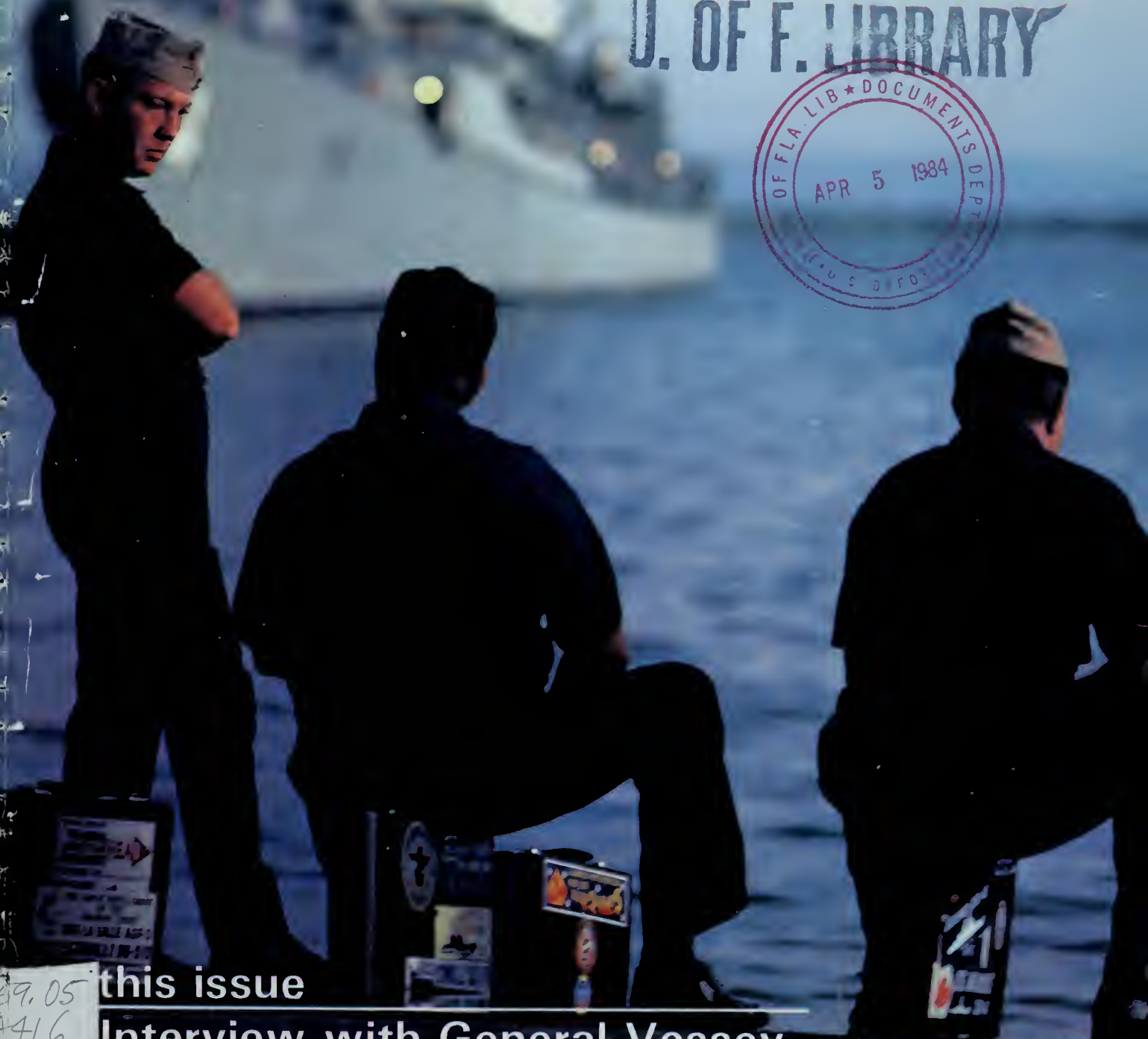
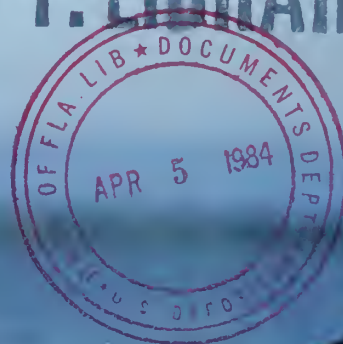
**Life in La Maddalena • See page 28**



# ALL HANDS

SEPTEMBER 1983

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this issue

Interview with General Vessey

- Guantanamo Supports the Fleet

*USS America (CV 66) shows off its air power during a recent 176-day deployment to the Mediterranean and Indian oceans. Flying above the Norfolk-based carrier are aircraft of fighter squadrons 33 and 102 (F-14 squadrons out of NAS Oceana); Attack Squadron 34, also from Oceana, flying A-6s; attack squadrons 46 and 72, flying A-7Es, from Cecil Field, Fla.; and Anti-submarine Squadron 32, also from Cecil Field, flying S-3s. Photo by PH1 Robert Semon, USS America, taken while he was aboard USS Dale (CG 19).*







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# ALL HANDS

MAGAZINE OF THE U.S. NAVY

SEPTEMBER 1983 61st YEAR OF PUBLICATION—NUMBER 800

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 Chief of Information: COMO Jack A. Garrow  
 CO Navy Internal Relations Act: CAPT John A. Georg  
 Director NIRA Print Media Div: LCDR Keith Maynard

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Front: HTC Jerry Edwards, HTCS Alan Duffy and HTC Richard Thomas (l-r) of Naval Base Guantanamo Bay's Fleet Training Group wait pier side at dawn for the boat that will take them to the ship they will ride that day.

Back: Staff Sgt. George Castro, ironically, is assigned to the Marine Barracks Ground Defense Force at Naval Base Guantanamo Bay. Cover photos by JO1 Gary Hopkins.

Editor: John F. Coleman; Managing Editor: Joanne E. Dumene.

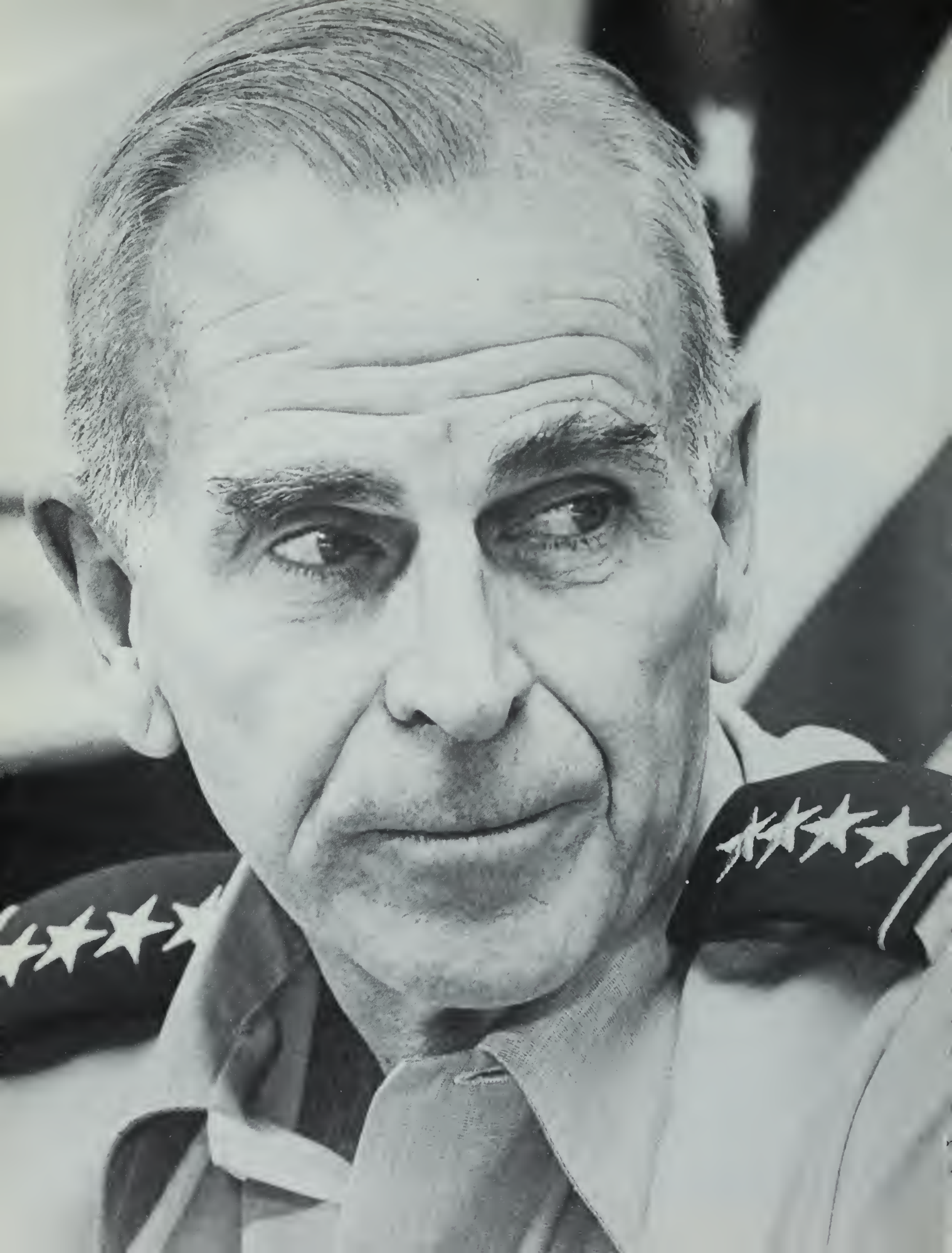
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# Vessey: Spokesman for the Military

General John W. Vessey Jr. sits back and cups his chin in one hand as he mulls over the question.

"What are the most outstanding memories of the past 44 years?" he repeats it aloud.

The 10th chairman of the Joint Chiefs of Staff leans toward the four reporters. He clasps his hands on the table before him as if to form a gavel with which to emphasize his thoughts. His answer comes in even, somber tones.

"I think serving in difficult times with very, very good people," he said. "I get calls here from people who served with me when I was a private; people who served with me when I was a sergeant, lieutenant, captain, colonel and so forth.

"I think there's a satisfaction in knowing that I have people who still remember me as a good private. That gives me as much satisfaction as having someone who remembers serving with me as a general."

He continues talking about the past—about the idealistic 16-year-old who enlisted in the Minnesota National Guard 44 years ago. He speaks as if he were talking

about someone else. But he isn't. He talks about the toughest job he ever had and how it was the one job that gave him more personal responsibility than any other—serving as a first sergeant in Italy during World War II. He talks about gaining his battlefield commission and about his tours

in Vietnam. Frequently he mentions names of people with whom he served.

No matter what the topic or how difficult the question, each of General Vessey's answers evolves from the same base—an abiding respect and interest in people. A quote from an address he gave



*General John W. Vessey Jr., USA, 10th Chairman of the Joint Chiefs of Staff. (Photo by R.D. Ward) Right: General Vessey tours the engineering department of USS Independence (CV 62) and talks with MM1 Freddie Paige.*

# General Vessey

at a recruit graduation review at the Naval Training Center in Great Lakes, Ill., earlier this year gives his perception of the people in the armed forces today: "It doesn't make any difference what the color of the man's skin is that's next to you, what state he came from, what his religion is, what his ethnic background is, whether he was rich or poor. What counts is what's in his head, what's in his heart, and what he can do with his hands to help the team get its job done."

He adds that the millions of men and women serving in the armed forces today are "just top-notch." He talks with unbridled enthusiasm about those people and cites examples of why he believes our country's military is better than any other.

*Sgt. John W. Vessey Jr. in 1941. More than 40 years later, General Vessey visits Marines in Beirut and conducts an inspection of a recruit company at Great Lakes, Ill.*



"In my recent trips to units of the armed forces, I didn't see any sullen sailors, marines, airmen or soldiers, and that's the mark of great armed forces.

"People are out there doing difficult things," he continues. "But they're doing them willingly and with good spirit—whether you go to the Marines in Lebanon or to our fleet there that's been away from home for many months, or to Korea where you see soldiers and airmen on the DMZ doing difficult jobs very well."

Difficult jobs are nothing new to the Chairman of the Joint Chiefs of Staff. On active duty in the Army since 1941, General Vessey is a seasoned veteran of combat, command and staff duty—including a tour as Army Vice Chief of Staff.

"Today," he says, "the American people's understanding and appreciation of the military and what we're all about is definitely up.

"Look at the people who are marching through the recruiting offices now, some of the finest young Americans we have

ever seen enlisting in the armed forces.

"There is a great debate in Congress about the size of the defense budget and whether they will support the increase in defense the President has asked for. And yet, at the same time, the levels of budgetary support for defense are up markedly from what they were a few years ago.

"We're up—fielding new equipment in every single one of the services. The Navy is moving toward a 600-ship Navy. We have the best fighter planes in the world in the U.S. Air Force, and the Army is fielding new tanks, new infantry fighting vehicles and new helicopters. The same sort of thing is going on in the Marine Corps.

"Pay is up. We see that the President didn't propose a pay raise this year, but, in fact, our pay is obviously competitive with the conditions in the economy as a whole. Retention is up, and the recruiting services are doing well."

According to the general, U.S. military people are more than well-trained, intel-





ligent and physically fit. They have a spirit and discipline that "will get the edge over potential enemies."

General Vessey is helping every man and woman in uniform maintain that edge in his role as the Chairman of the Joint Chiefs of Staff—the position to which President Ronald Reagan appointed him in June 1982.

As the nation's senior military person, General Vessey is the servant of three bodies. First, he serves the Secretary of Defense and the President of the United States as a military adviser and as the representative of the Joint Chiefs of Staff. Secondly, he's a servant of the Joint Chiefs themselves in representing them to the President and the Secretary of Defense, as well as representing the President and secretary to the chiefs of staff. The third body he serves is the commanders of the unified and specified commands—our joint commanders in the field.

"The chairman" he says, "has to understand the concerns of all three of those

bodies and serve, in some respects, as a messenger among those three groups to help each solve his particular part of the problem that is associated with the defense of the nation."

As Chairman of the Joint Chiefs, General Vessey blends years of experience as a soldier, strategist, leader and policymaker. His views are steeped in facts and his own unique philosophical viewpoint.

Talking about strategic deterrence, he refers to "a world of nation-states, not a perfect world."

He says, "It is our duty to make that world as good a place and as safe a place as we can. I believe that we, as Americans, have a duty to do all we can to prevent war, but to prevent war in the context of maintaining our freedoms. We understand that we are blessed in this country, and I believe that the rest of the world would be blessed if they lived with the same sort of freedom we have. We recognize that life is very, very precious, so we do what we can to try to make the

world a safer place.

"Within that context," he adds, "we have to wrestle with the issues of nuclear war. We cannot 'uninvent' nuclear weapons.

"I'd like to try to wish them away, but they're here and very much a part of this world. We need to understand their awesome power and how to reduce the probability of nuclear war. The way to do that is to reduce the probability of war itself. Certainly, at the same time, we want to protect the fundamental freedoms for which this nation has stood for 207 years."

Ask General John W. Vessey Jr. if many Americans' comparison of U.S. involvement in Vietnam to El Salvador is getting in the way of our nation's resolve and his response is peppered with statistics as well as philosophy.

"I would say that I wouldn't want to limit it to El Salvador," he answers. "El Salvador is a neighbor of the United States in this hemisphere. It's closer from Houston to San Salvador than it is from Hous-



# General Vessey

ton to New York. There are strategic reasons for us wanting a peaceful Central America that's democratic and economically healthy. There are human reasons for wanting a Central America that's at peace.

"We, the United States, can't stand a Central America that is allied with, supported by and provides bases to the Soviet Union. We're not going to stand for that.

"The question is: 'How to prevent that?' Fortunately, the people of Central America don't want that either," the general states. "They are perfectly willing to fight their own battles, but they'd like a little help from us—help in terms of economic and military assistance.

"Our economic assistance exceeds our military assistance by about three to one. Military assistance is needed in terms of hardware, but also—and more importantly—in terms of training. This country needs to recognize that El Salvador isn't Vietnam."

General Vessey says he doesn't foresee

any decline in our country's increasing naval commitments around the world.

"The world is an interdependent place," he says. "I think we can count about 20 wars going on in the world today. There was a time when wars in such places as Afghanistan, Kampuchea or even Central America would have no great effect on this country. That's no longer the case because of the economic interdependence and political meshing of the world.

"We're going to have to make sure that the interests of the United States are protected and that those nations that might threaten those interests understand we have the force that can go where needed.

"The very fact that we have carriers today in the Mediterranean and Indian Ocean and the Pacific serves to do that. You also see this reflected by our forward-deployed air and land forces in Europe and Asia."

General Vessey quickly points out that those increasing military commitments

might require an increase in the need for people in the armed services, and he admits that it will be harder to attract those people as the economy turns around.

He says that as the economy begins an upswing, some of the people who have learned valuable skills in the military and find those skills marketable in the civilian sector may leave the military. But he adds that isn't necessarily all bad.

"It will put a greater challenge to the armed forces. We will have to be particularly good to keep the good people."

General Vessey talks about the need for maintaining a strong force of people in the future with the same assuredness he uses in addressing strategic matters. But, whenever military readiness is translated into human terms, his tone softens. He talks about people at all levels as one who has served at most of those levels.

He believes the way most military people live is improving but he says "quality of life" is a misnomer.

## General Vessey: Chairman of the Joint

General John W. Vessey Jr. was appointed the 10th Chairman of the Joint Chiefs of Staff by the President on June 18, 1982. In this capacity, he serves as the senior military adviser to the President, the National Security Council and the Secretary of Defense. General Vessey served as Vice Chief of Staff, U.S. Army, before his current appointment.

General Vessey was born in Minnesota and enlisted in the Minnesota National Guard in 1939; he was called to active duty in February 1941. He rose to the rank of first sergeant before receiving a battlefield commission as a second lieutenant of field artillery at the Anzio Beachhead on May 6, 1944.

His past assignments include the 34th Infantry Division in North Africa and Italy during World War II, the 4th Infantry Division in Germany, two tours with the 3rd Armored Division in Germany, the 25th

Infantry Division in Vietnam and command of the 4th Infantry Division (Mechanized) at Fort Carson, Colo.

Promoted to lieutenant general in 1975, he became the Army's Deputy Chief of Staff for Operations and Plans. He was promoted to his present grade in 1976 and

assigned to Korea as Commander in Chief, United Nations Command; Commander, U.S. Forces, Korea; and Commanding General, U.S. 8th Army. In 1978, he also became the first Commander in Chief of the Republic of Korea-U.S. Combined Forces Command. General Vessey re-



Secretary of Defense Caspar W. Weinberger administers oath of office to General Vessey. Witnessing the ceremony are Deputy SecDef Frank C. Carlucci and President Reagan.



"I don't like the term 'quality of life.' It's all right if you understand what it means, but to the outsider it might imply 'softness' or something like that."

The general says there are all sorts of things going on that should make life better for service men and women. The first is that all the services have recognized the importance of taking care of the living and working places for their people. The second is the modern equipment members of every service are provided. The third is the training each service offers the people in its ranks.

Another term the chairman disagrees with is "parity," a word frequently used to describe the equivalence of military and civilian pay scales.

"I think 'parity' is the wrong word. We're not looking for that. We're looking for what provides the best defense for the country. That should be the only criterion. If we have parity but lousy armed forces, then we have the wrong system.

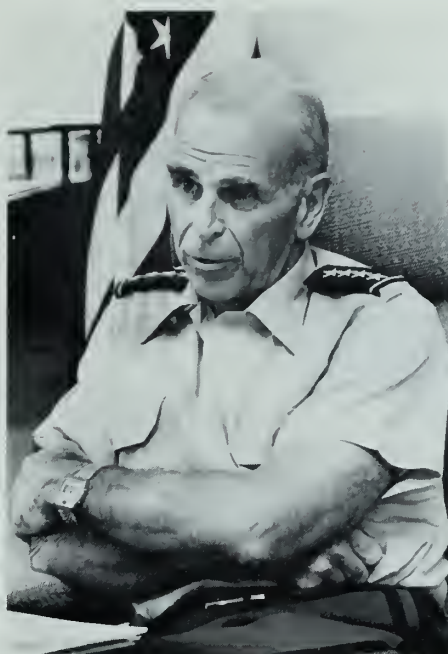
## Chiefs of Staff

turned to Washington in July 1979 to become Vice Chief of Staff, U.S. Army.

General Vessey's military schooling includes the special basic, associate advanced and advanced courses of the Field Artillery School; the Command and General Staff College; the Armed Forces Staff College; the Industrial College of the Armed Forces; and the Army Aviation School.

His awards include the Distinguished Service Cross, the Defense Distinguished Service Medal, the Army Distinguished Service Medal and the Purple Heart.

General Vessey graduated from the University of Maryland with a bachelor's degree in 1963; from George Washington University with a master's degree in 1965; and from the University of Pittsburgh's Management Program for Executives in 1970. He is a member of the Phi Kappa Phi Honor Society. He was awarded an honorary doctorate of letters from Concordia College, and an honorary doctor of laws degree from the University of Maryland.



"The building block for good armed forces is good people. That means we need to bring enough new people in every year to provide enough younger people from whom the corps of non-commissioned officers can be selected, and then keep enough people on through the years so we have the right level of experience."

One of the programs the military has used to maintain the "right level of experience"—military retirement—is presently under review by the Quadrennial Review of Military Compensation Panel.

"If the retirement system needs review, that's the sort of panel that can recognize that military service is different from working for a civilian firm."

General Vessey says he believes the current retirement system is a good one because it has maintained healthy armed forces for the country. The Compensation Panel was convened after the present retirement system came under fire from many people who claim it costs too much.

According to the chairman, the questions the panel must answer are: What alternative system can be provided that would keep the armed forces as healthy as the present one, at a lower cost? Does such a system exist?

"That's what this panel will have to review," he says. "I'll have to be convinced that the alternative is better before I sign up for something else. But, nevertheless, the right to question it is clearly

the right of whoever is dealing with it—the Congress, the administration, the public."

In all that he says, General Vessey voices his deepest concern, not for the hardware or the programs designed for the military, but for the people who make up this country's armed forces.

The one thing he would like to tell every soldier, sailor, airman and marine is from *Regulations for the Order and Discipline of the Troops of the United States*, a manual written by General Baron von Steuben when Washington's troops were at Valley Forge during the Revolutionary War.

"One of the points in that manual is that the captain's first objective 'should be to gain the love of his men by treating them with every possible kindness and humanity, inquiring into their complaints and, when well proven, seeing them redressed.'"

"I think that that sort of sets the framework for everybody in the armed forces. There's no activity in the world that requires more trust and confidence in each other than fighting a war or being prepared to fight a war as a member of a military unit. And that means a couple of things for everyone.

"It first means self-discipline. Each of us must know our own job because the lives and well-being of our fellows depend on it. It means knowing how to help our comrades, as von Steuben said—gaining the love and respect of our fellows—having them understand we're doing our job right, and we're going to help them do their job right.

"It is that trust and confidence—that willing self-discipline and dedication to the organization as a whole—that will keep the entire unit alive, healthy and will enable them to do what they're supposed to do on the battlefield. And when I say battlefield, I mean on the land, on the sea or in the air, or doing an amphibious landing or whatever it happens to be.

"I would say," he concludes, "if we do our job, we'll make an important contribution to the security of this nation and our friends and allies, and the world will be a safer and better place. Not only that, but we in the armed forces will have the support of the people while we're at it."

—By JOC Lon Cabot



# Your Health Care While on Active Duty

By Cmdr. Frank E. Evans  
OCHAMPUS, Aurora, Colo.

*The following article, written from the viewpoint of a fictitious Navy wife, tells about the fears a family may have when faced with moving to a duty station where there is no available military health care. It points out that those fears are usually groundless. When used properly, CHAMPUS is a well-rounded health plan—one that every Navy family should know about.*

"Recruiting duty, Des Moines, Iowa."

My husband read his orders again. I had another cup of coffee.

I was really happy for Don; I knew he was looking forward to his new assignment as a Navy recruiter.

We spent the rest of the morning talking about the new job, the indoctrination he would receive at the Navy Recruiting District office in Omaha, Neb., and the move to Des Moines.

It would be hard leaving San Diego and our many friends. But moving and orders are part of military life; everyone expects to move every three or four years. Still, we had been more fortunate than most. Except for Don's tour of duty in the Pacific aboard the carrier USS *Ranger* (CV 61), we had spent our entire eight years in the Navy in the San Diego area.

Everything was so convenient. The commissary was located near the 32nd Street gate, the exchange was nearby, and I could take the kids to the Balboa Naval Hospital for medical care. In fact, both our children were born at Balboa.

We had no complaints about our medical care, and we expected to have our third baby there. But everything was different now—the baby wasn't due for three more months.

After dinner with friends, we talked about our move.

"What about the baby? Is there a military hospital in Des Moines?" my friend Sally asked. She was pregnant, too, and she had voiced what I had been thinking. I looked at my husband.

"I don't know," he shrugged, "but we'll find out tomorrow."

The next day we visited one of Balboa's health benefits advisers, or HBAs, as everyone calls them. After a few phone calls, the HBA found that there was no military medical facility near Des Moines.

Noting our concern, she smiled. "Let me tell you about CHAMPUS," she said. "You'll be able to use it in Des Moines. CHAMPUS means the Civilian Health and Medical Program of the Uniformed Services." She explained, "It was set up for military families more than 25 years ago, but many people still don't know what it is or how it works. So don't feel bad. What happens is that you'll be using the civilian hospitals and doctors for care and CHAMPUS will help pay."

"But what does that mean?" I asked, feeling a little embarrassed. Don and I had heard about CHAMPUS at a meeting a long time ago. We knew it would cost us money, but we didn't know how much. And we really didn't understand terms like 'deductible,' 'allowable charge' and 'cost-share.' But it didn't matter at that time because it didn't seem to apply to us.

"You'll find CHAMPUS is one of the best health plans anywhere," the adviser continued. "But there are limits for certain types of care, and some care is not covered. That's why knowing the HBA is so important."

"But how do we find a good doctor who knows about CHAMPUS?" my husband asked. I could tell he was concerned about the kids and me, particularly, with the new baby coming. I took his hand in a reassuring grasp to let him know I was confident everything would work out.

"You should first check with the personnel office once you're on board at Des Moines," the HBA answered. "I'll bet some of the sailors' families have had to use CHAMPUS and know which doctors will give care. You can also ask your new Navy friends if there is a doctor they would recommend as a participating provider. Or, you can call doctors listed in the phone book and ask if they would accept CHAMPUS patients." My husband relaxed a bit, feeling a little more at ease about the whole thing.

"Suppose we can't find a doctor who will accept CHAMPUS?" I asked.

"You're talking about participating providers," the HBA said. "A participating provider is one who agrees to accept assignment. This means the provider will file the claim, and CHAMPUS will pay



the government's share directly to the provider.

"Providers who agree to do this sign and check the form agreeing to accept the amount CHAMPUS allows as full payment from the government. The patient is responsible only for his or her cost-share, any deductible and charges for any service that is denied as not being a CHAMPUS benefit. Most hospitals participate in CHAMPUS, and so do many individual providers such as doctors."

The HBA added, "Providers can choose to accept assignment on case-by-case basis. So it's a good idea to call a provider before you get care and find out if he or she will accept assignment in your case."

"Suppose the doctor won't participate?" I asked.

"That doesn't matter, you can still use CHAMPUS," said the HBA. "But it can make a difference to your pocketbook. You are responsible for the entire bill if you go to a non-participating provider. You have to file your own claim, and CHAMPUS will send you the government's share of the amount allowed, less any deductible which is still not satisfied."

"As you can see, it's in your best interest to find a participating provider. The Navy corpsman, who's the part-time HBA at the Naval Reserve Training Center, should be able to help you find a doctor who will participate."

"Where do we get the claim forms?" I asked.

"Your HBA can give you the forms, tell you what other papers might be needed, tell you where to send the claims and answer any other questions about CHAMPUS. That adviser will also be able to help you fill out the yellow CHAMPUS Claim Form 500. And remember to read the instructions carefully before filling out the form. That's so important," she added.

"CHAMPUS is a complex program, and we can't cover the entire benefits package in one meeting," the HBA said. "But one area that many military people don't understand deals with cost. So let's talk about that. Medical care will cost you money, but it's good to know that CHAMPUS will pick up much of the bill."

"You've said some things I don't un-

derstand," I said. "What do you mean by 'deductible,' 'cost-share' and 'allowable amount?'"

"The reason for the cost-share," said the HBA, "is that when Congress wrote the CHAMPUS legislation, it was decided that beneficiaries should pay part of the costs of medical care. This is true whether you get care from the military or from CHAMPUS. The reason was to discourage some people from abusing the system with overuse for unnecessary care. Only outpatient care at military treatment facilities is completely free."

The HBA continued, "To clarify what is meant by deductible, each person must pay the first \$50 of care in each fiscal year. But the maximum is \$100 per family, no matter how many members are involved. This is called the deductible because the claims processor deducts it from the amount allowed on the first claim or claims received after Oct. 1 each year."

"What is meant by the 'amount allowed?'" Don asked. "This is starting to sound complicated."

"It isn't complicated," said the HBA, "because the claim processor does all the arithmetic. The amount allowed is the lesser of two amounts: the actual bill or the prevailing charge for each service in the state where care was given. This is what CHAMPUS calls the allowable charge, and payment is based on that amount. Your cost-share is 20 percent of that amount, and the government pays 80 percent."

"If your family needs inpatient care, the cost is \$25 or \$6.55 a day, whichever is greater. The deductible does not apply to inpatient care. If the provider has questions or wants to know about the allowable charge, tell the provider to call the toll-free phone number of the claims processor. The HBA can give you the number."

"What about maternity care benefits under CHAMPUS?" I asked.

"You can have the baby either at a civilian hospital, an approved birthing center or at home," the HBA said. "The place where you have the baby determines the total cost of the delivery. Since you will share the cost for maternity care on either an inpatient or outpatient basis, I'll give

you a handbook that shows the difference in delivery cost."

"There's a lot to know about CHAMPUS," the HBA added, handing me the CHAMPUS handbook. "Use this as a reference. It will give you a good overview of what the program is all about. But you won't be able to learn the total program overnight. Many military families don't really concern themselves with CHAMPUS until they absolutely need it. Then they start asking questions, sometimes too late. I'm glad that won't be true in your case."

Thanking her for her time and helpful information, Don and I left. We took a walk before going home. We talked about the visit to the HBA and what we had to do to get ready for the move to Des Moines.

In a month the movers would come, and we'd head out to Iowa and Don's new assignment. After talking with the HBA, we felt much better about our family's health benefits because we knew something about CHAMPUS.

But Don and I agreed that since we're a career family, it was up to us to learn more about CHAMPUS. Just as we expect our children to do their homework, we must do our homework so that we will learn what the program can and cannot do for us.

It was a good feeling to know that after eight years in the military, we were finally discovering what our total health benefits are. We realize now that even those people using the military hospital should know about CHAMPUS. Who knows, they might have to use CHAMPUS while on leave or during a transfer, even though they're presently receiving care from a military hospital or clinic.

"Well, let's head home," said Don. "We may come up with a few more questions for the HBA, once we read the CHAMPUS handbook."

I held his arm as we walked. We both agreed that the message from the HBA was loud and clear. As military folks, it was our responsibility to know about our health benefits.

Why not make this week the week you become aware of CHAMPUS?

We did—and we're glad.

## Tough But Fair

In November 1980, a Department of Defense questionnaire survey on drug and alcohol use in the military revealed disturbing statistics. It showed that 47 percent of the Navy's enlisted people in paygrades E-1 through E-5 had used marijuana within the 30-day period prior to the survey.

Naturally, the Navy was concerned about those findings.

Within a month, Admiral Thomas B. Hayward, then Chief of Naval Operations, ordered a urinalysis survey on drug use in the Navy. The Navy urinalysis study conducted by a private research firm confirmed the DoD statistics that 48 percent of all people in paygrades E-1 through E-5 in the Navy used marijuana.

The Navy then knew it had a problem. Something had to be done.

"You can't have drug abuse in the armed forces of the United States where the American people are depending on us for their ultimate national security," said Rear Admiral Paul J. Mulloy, the director of the Navy's Human Resource Management Division, who is deeply involved with the subject.

"Do you want a spaced-out sailor up on the ship's wheel during an UnRep (underway replenishment) at night? Do you want a Navy man on drugs anywhere near a missile or other weapon system, or near a catapult or as a coxswain on a boat on a liberty run at 3 o'clock in the morning? *No!*

"We should be the models for this society.

"We get everybody from there, but we have to be a cut above."

Accordingly, the Navy developed a program designed to eliminate drug abuse—particularly with regard to

marijuana—and came up with a 10-point plan to handle the problem. One part of that plan was the introduction of an intensified urinalysis testing program which began in January 1982. In February 1982, the Navy also began accession testing, which required that everyone coming into the Navy undergo urinalysis testing.

The level of urinalysis testing at Navy laboratories (located in Navy hospitals in San Diego and Oakland, Calif.; Portsmouth, Va.; and Jacksonville, Fla.) went from about 800 tests in each lab, per month, to some 10,000 or more tests in each lab, per month.

"More urine specimens went into the labs than were expected," said Captain Leo Cangianelli, head of the Navy's Substance Abuse Branch.

The response was overwhelming because of the success of the initiatives and fleet support and largely because the commanders in the field felt that they had a need to know the extent of drug abuse in their commands.

But in time that response (i.e., aggressive urinalysis) caused some problems. In July 1982, a number of commands questioned the results coming out of the Oakland lab. Urinalysis test results of very reputable people were being returned with positive readouts—in other words, showing confirmable levels of THC (tetrahydrocannabinol), the principal psychoactive chemical in marijuana.

The problems that cropped up at Oakland were twofold. The system just wasn't ready to handle such a large volume of documentation necessary to ensure a proper chain of custody in handling the urine samples. Furthermore, the lab's personnel staffing was not coming on line fast enough.

In response to increasing concern over the questionable results from Oakland, the Navy's surgeon general ordered an investigation of the lab and its procedures. All of the approximately 6,000 urine specimens from the military services tested from Jan. 1 to Sept. 15, 1982, that had been reported as positive were re-examined. Of those positives, some 2,000 could not be scientifically substantiated as positive, and another 2,000 were missing some form of necessary documentation. The remaining 2,000 were reconfirmed as positive. From the 6,000 total, about 2,500 Navy records required follow-on action to ensure any inequities are corrected. Since the Navy's urinalysis testing program began in January 1982, the Navy has tested 1,138,681 samples, with an overall error rate of 0.18 percent which is steadily improving.

"What we're involved in right now is reviewing the documentation relating to those specimens and procedures," Admiral Mulloy said. "We're going back to see what actions were taken so that we can clear the records of those individuals whose urine tests could not be reconfirmed. And I mean *clear the record*. We'll rectify whatever errors were made, backdate any corrections necessary and make sure that no entry in the record is adverse to the individual—and square it away."

To ensure fairness in conducting the War on Drugs, a number of actions have been taken (see accompanying list). An additional drug lab has been added at Great Lakes. A civilian contract lab, Mead CompuChem in North Carolina, is also running confirmation tests on THC positives produced by the portable kits under a rigid quality assurance inspection program. And,



some 270 people were added to the expanded Navy lab system.

According to Admiral Mulloy, the Navy has developed quality control in Navy labs that is virtually unparalleled anywhere in the United States. Since commencing the war in February 1982, improvements have been steadily made throughout the entire system to achieve highest quality control and credibility.

"To maintain the very highest level of accuracy, quality control 'negatives' developed by the Armed Forces Institute of Pathology are sent through the system and are monitored very closely," Cangianelli said. "Anytime there is a false positive, we stop the operation and identify what caused the false positive before we commence operations again. In each case since commencing the war we have done that, we have found human error to be the problem. It was not a problem with the analysis equipment or our testing technology."

Each urine specimen is tested three times. "We are only required (by DoD) to test these urine specimens two times," Cangianelli said, "but we have decided to send them through three tests. We do an initial screen to separate the positives from the negatives. Then all the positives are run through a confirmatory test on a different type of system, and then we go back and do another retest. The results from all three tests are compared and analyzed before a final determination is reached."

Portable kits are becoming increasingly popular as an initial screening method in the Navy. Navy policy states that unconfirmed results of portable kits may not be used as the basis for any disciplinary action, administrative separation proceedings or other adverse administrative action (other than temporary suspension from duties) pending confirmation of results, but may be used to initiate counseling, evaluation or rehabilitative actions.



*Rear Admiral Paul J. Mulloy, Director of the Human Resource Management Division.*

Admiral Mulloy stated that the portable kit results must be confirmed in a certified laboratory. "Even though the kits are capable of extremely high accuracy, because of the potential impact on our people, we'll never change that two-system rule."

Another improvement in the system has been to streamline the documentation in the chain of custody of the urine specimens. "The chain of custody must be and is very tight," Admiral Mulloy said. "Maintaining chain of custody is essential from the very beginning which requires direct observation of the individual providing the specimen, to confirmation and stowage of positive results in our laboratories."

Cangianelli said that the disciplinary action resulting from a positive test

was only a "by-product" of the program. He emphasized that its primary purpose is to ensure the safety, health and well-being of sailors, and to help maintain the operational readiness of the fleet.

"It serves as a strong deterrent," he said. "People now know that we can detect THC as well as other drugs, and that not only can we detect it, we can take disciplinary action because of it. That's what we want. We want people to opt not to use drugs."

The results speak for themselves. Since the findings of those two initial studies in late 1980, drug use in the Navy has dropped significantly. "The system is the best there is, and in the final analysis of individual cases, we rely on the traditional Navy trust in the com-

manding officer's judgment, weighing all the factors attendant on an individual in his or her command. Our whole system of education, deterrence, detection and treatment has steadily improved since inception," said Admiral Mulloy, but there's more. He wants Navy to look for healthy alternatives to substance abuse, and provide an environment that encourages people to take pride in and care for themselves and their shipmates including families. If we do so, we will make even greater progress. "From the beginning, we said enlightened leadership and peer responsibility would turn the tide. That's happening, but there's still more to do to win the war and improve our people's quality of life."

## Steps Taken to Improve Urinalysis Testing Program

- Quotas were set to limit the number of urine samples units could submit in an effort to reduce backlogs and turnaround time. Quotas have been gradually increased to present levels as lab capacity has increased. The only person who can approve future increases in quotas is CNO. Currently, the system is geared to test 1.8 million specimens annually.

- Increased lab capability through assignment of additional civilian and military personnel and increased funding and equipment.

- New chain of custody document reduced administrative burden (by consolidating several forms into one), streamlined administrative procedures, and improved productivity and efficiency at labs.

- Ad Hoc Laboratory Drug Urinalysis Coordinating Group formed in the fall of 1982. Group included two flag officer members (one from CNO office and one from surgeon general's office) and was designed to find ways to reduce urine sample backlogs and reduce turnaround time in getting results to commands.

- Message format test results eliminated the requirement for mailing individual letters on each lab test, improved turnaround time by allowing labs to put all results from one command on a message format report, and reduced administrative requirements.

- Upgrade of Great Lakes lab from standard hospital

lab to drug screening lab in the fall of 1982, and later to a full screening and confirmation lab in the spring of 1983, reduced burden on other four labs.

- NavMedCom inspection committee began inspecting all Navy labs on bimonthly basis, both for testing procedures and administrative procedures, in the fall of 1982.

- Improved internal quality control standards at labs let labs monitor their own performance and the proficiency of their technicians.

- Issuance of Navy Drug Screening Laboratory Standard Operating Procedures Manual in February 1983 standardized procedures for testing and administrative requirements at all Navy labs.

- The assignment of JAG officers on TAD basis to serve as legal liaison officers at all labs in the spring of 1983 allowed on-scene monitoring of procedures for legal purposes, and improved responsiveness by labs in providing evidence for legal proceedings.

- Restructuring of fleet/lab alignment in the spring of 1983 distributed fleet requirements more evenly, and enabled one lab (Great Lakes) to handle all CNET accession testing, which has different procedures from regular fleet testing.

- Contract with civilian laboratory (Mead Compu-Chem) in March 1983 took additional burden from Navy labs and added one more lab to Navy work force.





# Reserve SK3 Proves Himself a 'Cut Above'

By JO2 Paul V. Froehlich,  
USS San Diego (AFS 6)

Months of taking notes, standing watches and sacrificing liberty paid off recently for Navy reservist Storekeeper Third Class Robert K. Walls Jr. The sailor—stationed aboard the Norfolk-based combat stores ship USS *San Diego* (AFS 6)—proved himself to be a cut above his peers by earning the silver cutlasses of a surface warfareman. As an ESWS-qualified reservist and storekeeper, Walls is indeed a rarity among E-4s.

"Getting started," said Walls, "was the toughest part. There was always the temptation to 'put it off until tomorrow.' "

Walls emphasized that self-discipline—which included saying "no" to shipmates when they attempted to coax him to go on liberty instead of studying—was the key to earning the silver cutlasses.

Additionally, Walls pointed to the variety of ships *San Diego* would replenish during fleet operations, thus providing a unique opportunity for ESWS students to observe the AFS operating with virtually

each type of surface ship in the Navy's inventory.

*San Diego's* ESWS training program consists of training sessions on videotape and hands-on presentations in various shipboard spaces crucial to the study curriculum. The presentations are held for two consecutive nights for the benefit of watch standers. A third session is held several weeks later for those beginning ESWS studies or for the sailors simply boning up for the on-board qualification.

When Walls successfully passed his qualification board and earned the insignia, his sense of pride in achievement made it quite obvious his six months of taking notes, studying manuals and standing watches was all worthwhile.

*SK3 (SW) Robert K. Walls persevered through six months of studying (above left) and learned by watch standing (below left) in his effort to earn the silver cutlasses of a surface warfareman.*



## ESWS Requirements

OPNAVINST 1412.4A lists in detail the requirements for enlisted surface warfare qualification. Briefly, they include:

- The individual must be a petty officer.
- The individual must have 24 months of sea duty aboard surface ships.
- Performance marks must be at required levels for the past 24 months (top 30 percent for chief petty officers and SUL, or 3.4 for all others).
- The individual must have demonstrated effective leadership and supervisory capabilities which should also be reflected in performance marks as described above.

- The individual must have successfully completed personnel qualification standards in damage control, damage control petty officer, 3M system (to supervisory level) and the Enlisted Surface Warfare Specialist PQS book (NAVEDTRA 43390).

Additionally, the individual concerned must be qualified for those under way and in port watch stations to which other individuals in the rating would be assigned. A general knowledge of the ship's overall mission, its engineering plant capabilities, its combat system and other essential mission elements must also be demonstrated.

# Getting to the Point



Lieutenant Colonel Tom Murawski is waging war. The enemy is fouled language and the battlefields are on paper. Though he's won many of his battles, he says he's just beginning to win the war.

Effective communication, according to the Air Force officer, is "compact, natural and to the point." During one of his 4½ hour courses in "Just Plain English," Murawski leads his audience through what he calls "flaming hoola-hoops of non-direct writing," shows them wording he calls "hobgoblins of little minds," and implores listeners to cease the "glandular secretion of passive verbs and impersonal pronouns."

He peppers his presentations with one-liners and quips that make him sound more like Rodney Dangerfield than an English professor. But understanding is his goal. And after presenting his argument for plain English to nearly 30,000 people throughout the Navy, he says he's optimistic about the future of Navy writing.

Murawski adds that he's confident the pockets of improvement he's seen in the way the Navy writes will grow through converts even after he returns to teaching English at the Air Force Academy in Colorado. He is permanently assigned as one of the academy's few tenured professors.

"I think a certain amount of resistance is going to come from people who've been writing and speaking the old way for decades," said Murawski.

"But there are a lot of smart, educated and interested people in the Navy who want to write better. And I hope I've provided the opportunity and incentives for them to do that."

Murawski began preaching his Plain English philosophy to the Navy two years ago at the request of the Vice Chief of Naval Operations. Since then he's given his presentation to military and civilian people throughout the Navy and Coast Guard and to other federal employees.

"The program I teach is not the Air Force writing course, it is the Navy writ-



ing course. People should not think of me as an outsider who's come in to clean up the Navy's writing," he said.

"I happen to be an English professor. What I teach is a course about good writing, whatever the color of your uniform. Good writing is good writing, whatever service you're in."

Murawski notes that he's seen a clear sign from the top that the Navy is interested in better writing. "Many senior people in the Navy are victims of bad writing. They spend their days behind desks reacting to writing, so they know the importance of communicating well.

"Admiral Watkins asked me to work from the top down to get agreement from writers and reviewers of writing about what makes better writing. I think I've been successful in doing that."

During his Navy travels, Murawski has found that "like the desire to write and speak better, the main stumbling block to Plain English knows no bounds of rank or grade.

"The most stubborn obstacle to overcome is habit," he said. "Habit has been turned into organizational inertia so you have to deal with not only an individual's writing and speaking habits, which are stubborn, but also with the organization's habits. It's a double problem to overcome."

Murawski hopes the new "Navy Correspondence Manual," which he helped rewrite, eases some of that organizational inertia. The manual will be available throughout the Navy this summer.

"The gross overuse of verbs in the passive voice is the worst area I've found in Navy correspondence," he said. "Very often you don't know just who is supposed to do what. To fix a lot of those passive verbs you could use personal pronouns, but that's a relatively new idea to the Navy."

During any one of his Plain English classes, Murawski is likely to flash a letter on the screen, take pen in hand and attack the letter. Quickly, "It is the position of this command" becomes "our position is." "It is understood" becomes "we understand," and "all addressees should" becomes "you should." By such surgery, official letters get to the point and they



are easier to understand.

Murawski argues that new people coming into the Navy are finding the old style of writing increasingly foreign. He maintains the Navy should demand more contemporary writing.

"We insist on fighting with modern weapons, but we settle for writing with outdated English," he said. "What we need to do in writing is get to the point. Take the key idea and then explain it as necessary. Don't bury what you want the reader to know.

"Official writing in the Navy does not demand big words or fancy phrases. If you write naturally—with the words you speak with—you'll usually use small words. That not only saves typing and reading time but also makes your writing livelier and your ideas clearer."

Other recommendations Murawski gives for livelier writing include:

*Natural writing:* To avoid a bloated, bureaucratic style, make your writing more like speaking. Because readers "hear" writing, the most readable writing sounds like people talking to people.

*Try some contractions:* Contractions link pronouns with verbs (we'd, I'll, you're) and make verbs negative (don't, can't, won't). The second kind keeps readers from skipping over the word "not," a special advantage with instructions. Yet even when your final product will be very formal, you can still use contractions in drafts

to help you write naturally. The point is that if you're comfortable with contractions, your writing is likely to read easily.

*Respect plain words:* Go out of your way to use small words. Issue directives, don't promulgate them. Start things, don't initiate them. Think of the city fellow in those old western movies who overdressed to impress the folks at the ranch. Overdressed writing fails just as foolishly.

*Keep sentences short:* For variety, mix long sentences and short ones, but average 20 words or less. Though short sentences won't guarantee clarity, they're usually less confusing than long ones. You needn't count every word. Try the eye test: average under two typed lines. Or try the ear test: read your writing aloud and break up a sentence that you can't finish in one breath.

Murawski is making suggestions like these available to the entire Navy. Eight thousand copies of an Air Force publication on better writing and speaking called *Tongue and Quill* will be available to all ships and stations later this summer. He is also seeing that Air Force videotapes on better writing and speaking become available through Navy supply channels.

And, according to the Plain English professor, the Plain English course is still available. Any major command interested in having the one-day course can request it by calling the Air Force Academy at Autovon 259-3930.

—By JOC Lon Cabot

## NAS Lemoore Assists Coalinga Disaster Victims

Story by PH2 Phil Eggman, NAS Lemoore

Photos by PH2 Eggman, PHAN Terri McCabe, Anita Yoder, Dave Fraker and Craig Smith

On May 2, 1983, an earthquake measuring 6.5 on the Richter scale, the second largest ever to hit California's San Joaquin Valley, struck 10 miles northeast of the small retirement community of Coalinga, Calif. Most buildings within a six-block downtown area—built of unreinforced masonry during the 1920s—crumbled and fell. One out of every six homes was destroyed. House trailers were knocked off their foundations, and chimneys tumbled across lawns. Damages were more than \$31 million. Yet, of the 7,200 residents, only 14 were seriously injured and there was no loss of life. People of Naval Air Station Lemoore, Calif., and surrounding communities came to aid the earthquake victims.

It was 4:40 p.m. on what appeared to be another typical Monday at the Naval Air Station Lemoore Naval Hospital. Lieutenant Lyle Melton, pediatric nurse practitioner, completed his last patient's chart and was ready to leave for home when the floor gave a sudden, violent heave, splashing water from an aquarium onto the floor. Earthquake!

Melton, a member of an amateur radio club, grabbed his walkie-talkie and, within minutes, heard reports that Coalinga, 33





miles west of the naval air station, had been hit hard. Fires burned out of control, power was out, people were injured, and others were killed or trapped in the rubble of fallen buildings. The small hospital at Coalinga was helpless to meet the growing need for medical care and called for assistance.

"Our first responsibility was to the air station, but there were no injuries and damage was superficial," said Captain Thaddeus Levandowski, commanding officer of the hospital. "We decided to send two medical teams with a third team waiting to be sent if needed."

Hospital Corpsman First Class Beth Broyles, in the first Navy ambulance to arrive in Coalinga, said, "We could see the smoke in the distance. I've witnessed other earthquakes, but this was the strongest. It felt like being in a ship in rough seas."

When both Navy ambulances left Coalinga with severely injured patients, Hospital Corpsman First Class Richard Dees



*Volunteers in earthquake-ravaged Coalinga served food outdoors until the Sunset Elementary School could be set up as a feeding center. The Navy stayed on the job: HMCN Harry Nestor, a Red Cross volunteer and HM3 Terri Martin (above l-r) serve food, while Capt. Thaddeus Levandowski (left), CO of Naval Hospital Lemoore, worked on the kitchen cleanup detail.*

# Earthquake

stayed behind with a medical team to establish a triage to determine the priority of medical treatment of victims.

"The town was a mess," said Dees, who spent most of the night helping senior citizens out of their damaged homes. "It was mostly a community of older people. Even though they had lost their homes, many of the people—in their 60s and 70s—were helping out wherever they could."

Fire Chief Richard Mendes, one of the six men who manned a fire truck from NAS Lemoore, commented on the ever-present danger. "Every time you turned around, there was an aftershock. You never knew when one would hit and bring a roof down on your head." The relief and rescue effort went on long into the night. Seabees of Naval Construction Battalion Unit 406 of NAS Lemoore hooked up emergency generators and lights and set up bunks for







*Coalinga resident Becky Hamlin (left) was grateful to sailors from Lemoore Naval Air Station who lifted her house trailer and others and set them back on their foundations.*



the homeless at a Red Cross shelter.

Fourteen sailors from NAS Lemoore's Organizational Maintenance Division went to Coalinga with large jacks to raise house trailers that had been knocked off their foundations.

Volunteers from NAS Lemoore and surrounding communities offered shelter to the homeless and donated truckloads of food, clothing and blankets.

Sandra Turner, a volunteer from the NAS Lemoore Red Cross office, said, "A large part of the manpower came from the base. They made the difference in the successful relief effort. The people here really appreciate it."

Seaman Apprentice Diane Bain, one of the volunteers from NAS Lemoore, said she just wanted to help. "There's a feeling of personal satisfaction knowing you helped people in dire need," she said. "After a tragedy occurs, a warmth develops that shows people really do care."

Kathleen Kennedy, the NAS Lemoore Red Cross casework chairman, said, "Everyone pitched in and helped out. NAS Lemoore can't be commended enough."



# Guantanamo Bay

## Big Mission in the Caribbean

There is a place on an island in the Caribbean where the sea is a beautiful, serene azure where it is shallow, slowly changing to a rich indigo as the waters become deeper.

Of course, it is that way on most islands in the Caribbean. But this place is different.

Here, there is virtually no major crime. In fact, one person who has lived here for more than three years couldn't remember if he even had a set of house keys—he never used them. Rapes and murders are unheard of.

Walk around and you can see cars parked and left open with keys in the ignition. It's a small place, and it is fenced off from the rest of the island so there is really nowhere a car thief could go or hide.

It is not a tourist trap. No high-rise luxury motels line the oceanfront. No pale-bellied vacationers laze around beaches getting lobster-red in the sun as they sip exotic drinks. To the contrary, if you go to this place, you go there to work—and work hard.

This place on an island in the Caribbean is very exclusive—not just anyone can get there. That's because it's the U.S. Naval Base Guantanamo Bay, Cuba—the one located in a communist country. It's also the oldest U.S. military base on foreign soil. It's commonly known as "Gtmo" (pronounced Gitmo).

Despite its small size (total area is only 45.4 square miles, one-third of which is water), Gtmo shoulders great



responsibilities. Foremost among its many missions is fleet training. Gtmo is the largest U.S. Navy fleet training area in the world. Also, Gtmo's mere existence in the Caribbean area is vitally important to the United States.

There are 14,000 square miles of open ocean to the south of Gtmo in which numerous ships train simultaneously. In 1982, 75 ships went through some phase of training at Gtmo. In just the first five months of 1983, 63 ships already have been to Gtmo for training.

"Guantanamo Bay is the best harbor in the Caribbean," said Captain M.D. Fitzgerald, who "wears three hats" at Gtmo. He's commander, U.S. Naval Base Guantanamo Bay; commanding officer, U.S. Naval Station Guantana-

*Opposite page, clockwise from right: ENFN Stewert Broussard prepares SIMA's floating dry dock for a ship. USS Stark (FFG 31) lies at anchor in Guantanamo Bay. QMCM Dervin of Gtmo's FTG. Commander, U.S. Naval Base Guantanamo Bay, Capt. M.D. Fitzgerald.*

mo Bay; and commanding officer, U.S. Naval Air Station Guantanamo Bay.

"A ship can be in 100 fathoms of water and operating in a full training status within eight minutes of leaving its berth at the pier," he said.

Actually, you could make a case for listing Guantanamo Bay as one of the best harbors in the world—especially for its use by the Navy as a training facility for surface ships.

Ship training at Gtmo means FTG—Fleet Training Group. They are the







# Guantanamo Bay



*Above: A motor whaleboat takes FTG members to the ship they will ride that day—USS Stark (FFG 31). Above right: Aboard Stark, crewmen hose down the anchor chain as the ship gets under way.*



people who seem to know everything about their respective rates and about a ship—and a little more to boot.

“This is whole-ship training down here—the entire ship gets trained,” said Ensign Stephen Boyd, whose official title at FTG is gas turbine assistant training officer. Boyd is a former master chief gas turbine systems technician with 15 years in the Navy. He’s been an instructor at Gtmo’s FTG for a year and is often the senior rider when he goes aboard ship with other FTG instructors.

“We coordinate in engineering with the hull technicians and with the operations people,” he said. “For instance, there could be a three-hit battle problem and we’ll also hold a major electrical casualty to allow the combat systems people to run through all their exercises. In the meantime, we’ll run mechanical shafting drills and things

that affect the maneuverability of the ship and coordinate that with combat. In the scenario—the ship now can only make 15 knots, whereas before it could make 27 or 30. How will the crew handle their ability to fight the ship? It’s a whole ship scenario, more than what they get anywhere else.”

As senior rider, it is Boyd’s responsibility to be the liaison with the command and coordinate all the departments aboard the ship that have ongoing training.

“We run our scenarios on a worst-case basis for maximum amount of training,” Boyd said. “The ships’ crews are out of home port. They’re down here for only one thing and that’s to get the most out of their training. It’s very effective, because they’re not worried about going home at night,” he said. “It seems a little tough, but it works well. Ships come in here for a very short period, and the crews get intense training and learn a lot.”

To keep up with the demands placed on them for training a ship’s crew—whatever phase of training the crew

might be in, whether it be a shakedown cruise for a newly commissioned ship or “RefTra” (refresher training for a crew about to deploy)—the sailors at FTG work long, hard hours. Often, their day begins at 4 or 4:30 a.m. and doesn’t end until 6 or 7 in the evening.

“Sometimes I forget what day of the week it is around here, or what time of day it is,” said Chief Hull Maintenance Technician Richard Thomas, an FTG instructor. “But I like this kind of duty—this training. Down here you get to ride all kinds of ships and sometimes ships from different countries like Sweden, Germany, Jamaica or Colombia.”

With the long hours and the intensive training, how does everyone keep from burning out?

“We’ve probably got some of the most motivated people I’ve ever seen in one place—ever,” Boyd said. “We’re motivated by the ships. You go on board and the guys are, first of all, scared to death of us because they’ve heard all the horror stories about the bad guys from Gtmo. Once they realize—‘well, that chief’s been in the Na-





*Above: HTC Richard Thomas of Gtmo's FTG is the on-scene observer as Stark crew members respond during a shipboard fire drill. Right: FTG drills simulate real casualties as closely as possible—when "Oscar" is pulled from the water after a man overboard drill, he must be resuscitated.*

vy about 16 years and he really likes our rate and he really knows his stuff—the guys start pumping you for information and you start providing.”

Boyd sees the training that goes on at Gtmo as a fundamental necessity to the readiness of today's Navy.

“The big thing with training is that it enhances readiness,” he said. “A sailor who is trained to look for certain casualties and learns how to respond to them can identify very rapidly the systems and the indicators of that casualty. He knows what to look for to prevent the casualty. So if a ship is in a high state of training and readiness—and does its training on a continuing basis as required—the crew is very professional at what they do and there are no casualties.

“They know *why* they're looking for things. Why is a key word. They see *why* they have to take readings. It seems like a very boring job to go out and look at gauges. If a sailor knows why he's looking at gauges and he learns through a good training program what indications they are putting forth, he'll know—‘Oh, the tubes in

the cooler are getting dirty, so I need to clean the tubes.’ Or, ‘If I don't clean the tubes, the compressor is going to get to the point where it's no longer efficient and I can damage the engine.’

“Those are the types of things they learn. The end product is a functional American sailor who knows how to fight and save his ship.”

FTG is already putting in long hours with an average of nine to 12 ships in port each week for training. In the future, more and more ships will be coming to Gtmo.

“As we get closer to the 600-ship Navy, that means we're going to have more people down here training,” Fitzgerald said. “Fleet Training Group is going to have to get bigger. There's a lot of work here and it's increasing.”

It wasn't all that long ago that the status of Gtmo was just the opposite of



# Guantanamo Bay



what it is today. In 1977, there was a proposal in front of the Secretary of the Navy to close the base down. "Guantanamo Bay was almost put into a caretaker status," Fitzgerald said. "That's no longer the case. We're out of the peeling paint syndrome and on our way to increasing mission and importance. Also, we're on our way to getting better."

Although the decision to close Gtmo in the late '70s was reversed, there was some impact to the base.

"One thing that did go through during those considerations for reducing

the stature of the base was a reduction of personnel and a consolidation," said Captain Robert W. Sherer, chief staff officer of the naval base and naval station executive officer. "Now, instead of having a rear admiral as a base commander and two captains—one as CO of the naval air station and one as CO of the naval station—you've got Capt. Fitzgerald who fills all three of those billets.

"We also lost about 30 percent of our officer, enlisted and civilian billets. It was a move that left most work centers without enough people to do the

*Above left: Gtmo's desalinization plant provides electricity and water for the entire base. Left: The base ferry is a vital transportation link between the windward and leeward sides of Gtmo. Above: MLC John Staub pours molds in SIMA's foundry.*

job. The mission wasn't changed at Guantanamo, just the number of people.

"So, you'll find that in order to get the job done, you've got to do about 1½ days work for every day. There's not much time for sitting around and drinking a cup of coffee and reflecting. There's always something to do,





there's always something going on, there's always a backlog, and there are always more tests to be carried on. But we're on our way back. It's getting better and better."

The new Shore Intermediate Maintenance Activity at Guantanamo Bay is a reflection of Gtmo's increasing role. Commissioned in October 1982, it is the Navy's only overseas SIMA.

"We're just about a step below a shipyard," said Chief Molder John Staub, SIMA's foundry supervisor. "We do emergency repairs and work on valves, pumps and engines. Except



*Above: Foundry worker Eljio Mafos, who has worked at Gtmo for 31 years, keeps an eye on the furnace. Left: A sailor during drills aboard USS Stark checks for explosive gases.*



for the really major repairs, we can do just about anything a shipyard does."

SIMA has seven divisions, and each division can perform repair work that includes every system on board a ship—hull/structural areas (including a diving division that can perform underwater maintenance), engineering areas (including both machinery and electrical areas), and combat systems. SIMA can also dry dock a ship if necessary. Their floating dry dock has a capacity of 100 tons.

In addition to performing emergency repair work and casualty repair work on ships at Gtmo for training, SIMA also maintains the service craft that work in the harbor—especially the base ferry. The ferry is the only link between the windward side of the base

where the naval station, commissary and exchange are located and the leeward side where the naval air station is located.

The windward and leeward sides at Gtmo are separated by 2½ miles of water. There is no connecting road, bridge or tunnel—just the ferry. It shuttles about 700 people and 300 vehicles between the two sides each day.

For almost two days last March, the ferry was out of operation—not because of any mechanical failure, but because 48 hours of constant winds in excess of 20 knots stirred up the bay and made it impossible for the ferry to cross.

Ordinarily, the weather is the same day in and day out in Gtmo—sunny skies, low humidity and temperatures in the upper 80s to lower 90s. It's just one more aspect that makes Gtmo so attractive as a training facility for Atlantic Fleet ships.

But during the spot of rough weather, service between the windward and leeward sides of the base couldn't just shut down. That's where one of Gtmo's naval air station helicopters took over shuttling people back and forth. It's an example of just one service Gtmo provides.

The air terminal at NAS Gtmo is seemingly always a buzz of activity. It almost has to be when you consider

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*Above: AO2 Robert McGill, AO2 John Zacko and AOAN Lewis Ryan (l-r) arm one of VC-10's TA-4 Skyhawks before it takes off on a training exercise. Right: Soviet merchant ships are often seen transiting the lower part of Guantanamo Bay (location of the U.S. naval base) to Cuban ports in the upper bay. Photo courtesy of Gtmo's intelligence department.*

that an average of 40,000 people and 7 million pounds of cargo and mail pass through the terminal each year.

NAS Gtmo provides search and rescue and medical evacuation services for the area. Last year, NAS Gtmo people were involved in more than 200 SAR missions for ships and aircraft missing or in distress.

Naval Air Station Gtmo also helps support the Drug Enforcement Administration, U.S. Customs and the U.S. Coast Guard not only in efforts to halt illegal drug traffic in the area, but also to assist the Coast Guard both in SAR and the Haitian Interdiction Program.

Since Gtmo is an isolated duty station, environmental and morale leave is another function in which NAS is involved. NAS crews regularly fly in and out of many places in the Caribbean—Jamaica, Puerto Rico, Haiti, Grand Cayman in the Cayman Islands, the Dominican Republic, as well as Miami



and Jacksonville, Fla. So the opportunity is available for base residents to catch flights to some of those Caribbean spots while on leave or liberty.

The air station also gives logistic support to Fleet Composite Squadron 10. The NAS aircraft intermediate maintenance department and supply department provide parts and supplies for VC-10. In turn, VC-10 can assist FTG in their mission by providing aerial support for fleet training. As a secondary mission, VC-10 also exists to

defend the base, should that be necessary. Remember, Gtmo is located on the southern coast of communist Cuba.

Air surveillance in the area is conducted primarily by Gtmo's Joint Air Reconnaissance Control Center and Anti-air Warfare Center.

"A lot of times a ship will shut its equipment (radar) off because of a particular training cycle it's going through with FTG," said Chief Operations Specialist Robert Russell, a divisional





*Above left: USS Stark goes to sea for another day of training. In the background is NAS Gtmo, located on the leeward side of the base. Left: Gtmo's own "watergate"—the U.S. guard tower at the Cuban-American border separates the upper and lower areas of Guantanamo Bay. Above: A member of the 400-man Marine Barracks Ground Defense Force stacks sandbags around an entrance to their quarters at the fence line.*

leading chief petty officer at JARCC. "With our radar we can monitor the airspace and give them early warning in case they're shooting guns and we see an airplane about to fly over their area. We'll tell them to cease-fire."

By monitoring the airspace over Gtmo and the eastern half of Cuba, information can be provided to aircraft operating in the area and can also help support the DEA and U.S. Customs in keeping an eye on possible drug smugglers that might be traveling through the area.

"Aside from those additional operational accomplishments, we really represent a point of resolve and commitment for the United States in the

Caribbean," Sherer said. "I think the USA has noted the importance of the Caribbean."

The naval base at Guantanamo is centrally located in the Caribbean and is close to major U.S. shipping routes through not only the Caribbean but also the Gulf of Mexico and the Atlantic Ocean. Some one-half to two-thirds of all oil imported by the United States as well as other raw materials and finished products must pass through Caribbean waters. Were those sea lanes to be cut off, the results could be catastrophic. Additionally, there is the political upheaval in Central America to consider.

"The population of the Caribbean

countries—including those in Central America that border on the Caribbean Sea—by the year 2000 will exceed that of the U.S., Canada and Mexico combined," Sherer said. "So it's not a few little tropical islands that we're worried about now.

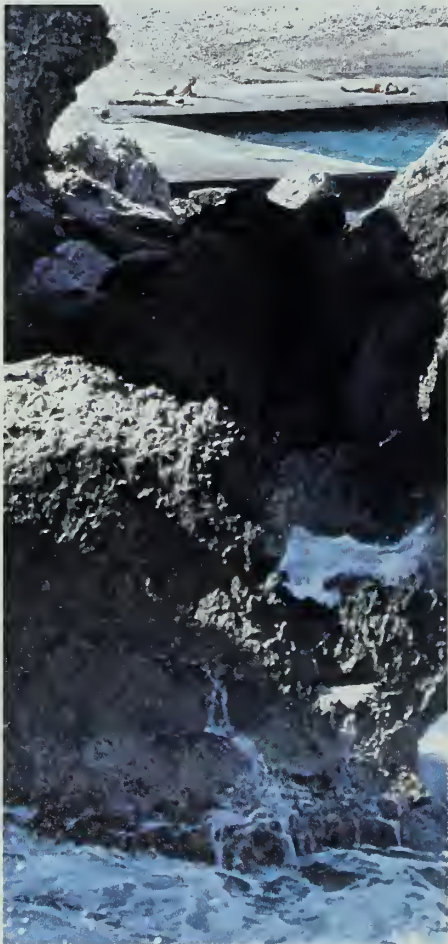
"We're concerned about a major population base with quite a varied ethnic and political background. We can ill afford to ignore a group like that so close to our border. So we, Roosevelt Roads, our station in Panama and our station in Key West, are the closest points to the Caribbean, indicating the United States' resolve.

"Unique" is the word used most often to describe the base. In fact, unique has been used so often that it has become a cliché among Gtmo's residents. But, indeed, Gtmo is unique; though



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*Clockwise from right: These commuters leave their homes in communist Cuba every weekday to cross the border and work on base; here, Marines check them back through the northeast gate on the fence line as they leave the base to go home. Four Jamaicans on their way to work at the base enlisted dining facility wait for a ride at a bus stop. One of the more popular ways to spend leisure hours at Gtmo is sunbathing and swimming at the protected beaches. Lance Cpl. Eddie Sanchez keeps watch over a section of the fence line.*



some who live and work there might think the word “peculiar” would be more descriptive, or perhaps “interesting,” or “different,” or “odd,” or even “extraordinary.”

It's hard to describe Gtmo in just one word. To really get a feel for it, you have to come to know it in all its complexity. You have to see the mountains that surround the bay, the Sierra

Maestra, purple in the distance and almost always shrouded in mist. It was from the Sierra Maestra that Fidel Castro launched his revolution.

You have to experience the climate and terrain—feel the heat that even the Jamaican workers on base complain about, see the cactus, the palms turning brown with thirst for water, the dusty iguana, the dirt and the rock.



You have to learn a little of the history of the base and understand why Gtmo must make all of its own water and generate all of its own electricity.

The base wasn't always closed off from the rest of the island. Only after Castro led his successful revolution and took over in 1959 did the gates between the base and the rest of Cuba close. The base didn't always have to furnish its own water. In February 1964, Castro cut off the water supply. In order to replace this lost water, a desalinization plant at Point Loma, Calif., was dismantled, transported to Guantanamo Bay and reconstructed. It began producing potable water in July 1964; by December 1964, it was fully operational.

You have to go out to the perimeter, the border between communist Cuba and the naval base, and take a tour along it and see the walls that communism throws up in its people's path. You can read about Poland and hear about the arrests and the repression of the free will of the people under a communist government—in Gtmo you can see it. It's only meters away.

An 18-mile chain-link fence marks the border of the base on the American side. It was constructed not so much as a barrier but as a boundary marker of the limits of Gtmo.

The fence is manned by members of the Marine Barracks Ground Defense Force. The 400 Marines of the GDF have the mission of being constantly alert to activity outside the fence and to defend the base should it be attacked.

"The Cubans put quite a bit of emphasis on the maintenance and guarding of their fences," Marine Staff Sergeant Pat Bayuk said. Bayuk is assigned to the naval base intelligence department and briefs new arrivals to Gtmo.

"We're not concerned about our fence line as much as they (the Cubans) are," Bayuk said. "Our fence is there to mark the boundary between Cuban and U.S. territory. Their fences are there as a deterrent. They're primarily concerned with keeping the Cubans from getting into the base and secondarily with keeping the Americans from



*Above: Jamaican Danny Williams (left) and Cuban exile Raphael Maura work on a generator in SIMA's electrical division. Left: Iguanas are a common sight around Gtmo.*



getting into Cuban territory. It sounds a little funny.

"The Castro barrier—his fence line—is a series of four fences. There is one on either side of their barrier road, and then two toward the U.S. Naval Base. They also have about 45 guard posts around their base perimeter. By comparison, the U.S. has but one fence, about 6 feet high, with three strands of barbed wire atop it."

Inside the base fence line lies one of the largest minefield systems in the Western world. However, all mined

areas are surrounded by barbed wire and are clearly marked with red triangular warning signs in English and Spanish. Replicas of the signs are popular Gtmo souvenirs.

Ironically, 88 Cubans cross the fence lines twice each day. They are civilian workers on the naval base, and they commute from their homes in Cuba to work at Gtmo every weekday. They, along with other Cuban workers who live in the Gtmo community of about 190 Cuban exiles, and more than 850 Jamaican workers, make up about 75 percent of the civilian work force on base.

About 100 Jamaican and Cuban civilians work at Gtmo's SIMA.

"If we lost the Jamaicans and Cubans, we'd be hurting—we couldn't support SIMA," said Chief Engineer Robert Barefield, SIMA's machine repair division officer. "I've been in the Navy 16 years, and the Jamaicans and Cubans who work here are some of the best machinists I've ever seen."

Eventually, there won't be any Cuban commuters working at Gtmo. Once the remaining 88 commuters are

# Guantanamo Bay

gone, no others will be hired to replace them. Instead, Americans and Jamaicans will be hired to help fill jobs left vacant by the commuters.

A mixed group consisting of 14 different nationalities makes up the naval station community. There is a small community—a close-knit one, good for family life. Since there is no city or town at Guantanamo Bay, there really aren't any distractions. Although Gtmo residents call an area on base "downtown" (it consists of an intersection with the only stoplight on base, the commissary, a mini-mart, an outdoor lyceum, and the Navy Exchange's main retail store, gas station and audio store), there are no commercial establishments such as restaurants or shopping malls.

"I like it here, my family likes it here, and that makes all the difference in the world," said Ensign Roy Stevens, supply officer at NAS. Many share his opinion and elect to extend at Guantanamo Bay.

"If you're lucky, you can extend for another year or two," said Aviation Ordnanceman Second Class Robert McGill. McGill is on his second one-year extension after an initial assignment on a two-year accompanied tour.

However, there are those who don't extend and are ready to leave after a minimum one-year unaccompanied tour or two-year accompanied tour. And that's understandable, considering Gtmo's location and the amount of work that must be done.

"It's a different area," Fitzgerald said, "but it's compensated for in some ways. It's like sea duty for enlisted people, which is very important because they work like they're at sea. And they don't have to be doing an operational job. They don't have to be out on the fence line. The people who drive the ferry work about 16 hours a day."

Fitzgerald will be the first to tell you that it's the people at Gtmo who are the nucleus of the naval base—that it is

they who make Gtmo such an important facility for the Navy, that without their dedication, Gtmo's strategic location would mean nothing.

But as a wearer of "three hats" at Guantanamo Bay, his is no small job either.

"I think this is the best job in the Navy for a captain," Fitzgerald said. "It involves everything—operations, intelligence, being mayor of a city of 7,000 and then a lot of visitors besides when we have a lot of ships in. It's everything from worrying about potholes to worrying about defense of the base. The job spans a large area."

The naval base will mark its 80th anniversary in December. Unless the needs of the Navy's Atlantic Fleet and the geopolitical importance of the Caribbean and Central American area change, this base on a communist island in the Caribbean will continue to play a significant role in the future.

—By JO1 Gary Hopkins

## Our Agreement with Cuba

Back at the turn of the century during the Spanish-American War, U.S. Marines landed at Guantanamo Bay to establish a base for naval operations in the campaign against Santiago de Cuba, 40 miles to the west. After the war, in 1903, an agreement was signed allowing the United States to use a 45.4 square mile parcel of land at Guantanamo Bay. The agreement bore the signatures of President Theodore Roosevelt and Cuban President Tomas Estrada Palma.

The original agreement between the United States and Cuba was reaffirmed by a treaty signed in 1934 as part of President Franklin D. Roosevelt's Good Neighbor Policy. The 1934 treaty has nine points of interest to the United States and its relation to Cuba. In essence, they are:

1. Cuba's ultimate sovereignty over naval base territory is recognized.
2. The period of U.S. occupancy is

left indefinite. The lease can be voided only by the United States abandoning the area or by mutual agreement of the two countries.

3. The United States does not have the right of further expansion of the base and will accordingly maintain boundaries by a well-marked perimeter fence.

4. No person, partnership or corporation shall be permitted to establish or maintain a commercial, industrial or other enterprise on the base. (There is a Baskin-Robbins on base at the mini-mart, but it is operated through the Navy Exchange, it is not a private franchise.)

5. The base cannot be used as a safe haven for fugitives wanted under Cuban law. Such individuals shall be delivered by the United States upon demand to duly authorized Cuban authorities.

6. No material, merchandise stores

and munitions shall be transported into Cuban territory.

7. Free access to Cuba through the bay with her trading partners is guaranteed. (Soviet merchant ships can often be seen transiting through the lower part of Guantanamo Bay where the naval base is located, and traveling to Cuban ports such as Boqueron in the upper bay.)

8. To compensate for the use of the land on which Naval Base Guantanamo Bay is located, the United States tenders an annual check of \$4,085 to the Cuban government. (However, since Fidel Castro came to power in 1959, only one check has been cashed and that in his first year of full control of Cuba.)

9. Finally, the treaty specifies that Naval Base Guantanamo Bay cannot be used as a port of entry or exit to Cuban sovereign territory.



# After the Rockets' Red Glare

Following a night of bombardment by enemy rockets, aggressor forces approached the final defense line of U.S. Naval Base, Guantanamo Bay, Cuba, shortly after sunrise on a Saturday morning.

The enemy's advance was slow but steady, supported by the bombing raids of aircraft swooping low and releasing their weapons, then banking and pulling up to disappear behind the mountains.

Dug in on a strategic hill overlooking the base was Gtmo's November Company, a front-line rifle team of about 180 sailors who augment the base's Marine Ground Defense Force.

That's what it was like during the final hours of Gtmo's first defense exercise in 1983—an exercise begun the preceding evening when a "doomsday squad" of Gtmo damage control observers began simulating bomb plantings, heat-cartridge explosions, gas attacks, rocket hits and fires at various points on the base.

The aggressors, played by Quebec Company, a platoon of sailors who augment the MGDF on the leeward side of Gtmo, then began their march on the base. They took the assault seriously. One aggressor was heard to brag: "If we were the Cubans, everyone on the base would be starting Spanish classes Monday night."

But by the time DefEx was over, the aggressor losses included 27 confirmed "killed in action," another 35 estimated "killed in action," 40 "wounded," three "captured," and four tanks "destroyed." The braggart of the night before, who incidentally had been "killed," admitted that, "in a real-life situation, I wouldn't have wanted to be in my position."

"We whipped 'em good!" said Marine Corps Captain Steve Womak, November Company commanding officer. "We held our position."

November Company losses were three "killed in action" and two "wounded."



In addition to defending Gtmo, evacuating civilians from the base and setting up a hospital in an underground bunker were vital phases of the defense exercise. Evacuees were transported to USS *Concord* (AFS 5), and the makeshift hospital began treating "casualties" of the battle.

Marine Corps Major William F. Broderick, MGDF operations officer, said that although an attack on the base by Cuba is "highly unlikely, the DefEx provides good training in defense tactics for the Marines who man the first line of defense. Basically we're looking for our weak points, so we prepare for the worst."

The now quarterly defense exercises on Gtmo actually began in 1953 when similar drills were held primarily for training and to test readiness in case of a hurricane or other natural disaster.

The exercises paid off during the Cuban Missile Crisis. At 10 a.m. on Monday, Oct. 22, 1962, dependents and many civilian employees were given the order to

*One of many military "casualties" during Gtmo's DefEx is lifted into a waiting ambulance by medical and fire department workers. Photo by PHAN Tony Kealy.*

evacuate the base. They embarked on four ships and were well on their way to Norfolk, Va., when President John F. Kennedy announced that evening on national television that Soviet missiles were present in Cuba.

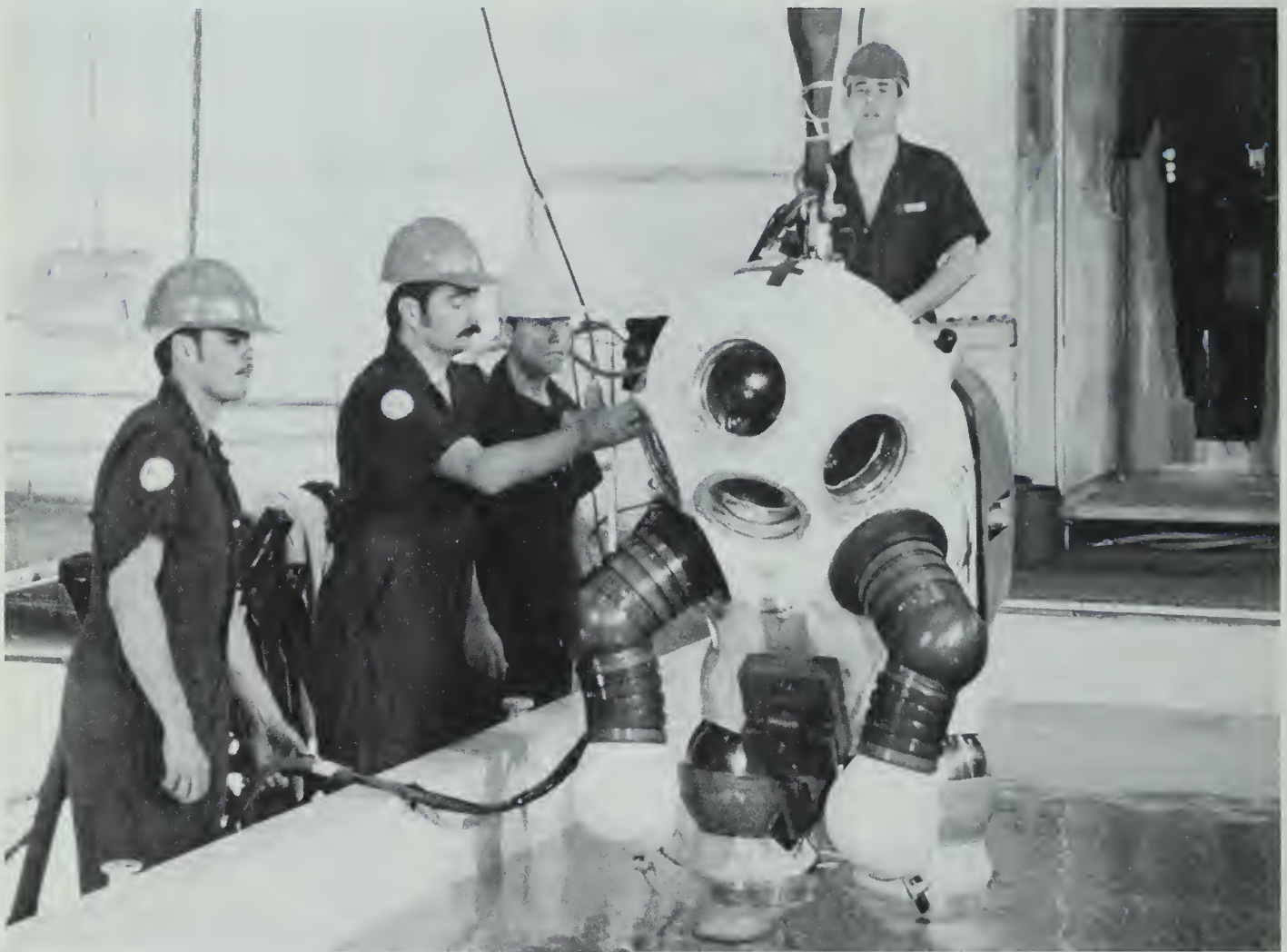
Those who remained at Gtmo went about their business with rifles slung over their shoulders. A CNO message of Nov. 2, 1962, described Gtmo as "once a community with overtones of suburbia, the base now has all the earmarks of an armed camp. . . ."

The value of the exercises in preparing for the unexpected had been reinforced during those tense days in 1962, and, as a result, the DefExs continue today.

—By JO2 Lee Holloway

# Research Saves Lives in Combat

By Capt. James Vorosmarti Jr. and Cmdr. V. Schinski  
NMRI, Bethesda, Md.



It began as a simple idea almost 50 years ago. One Navy doctor, Lieutenant A.R. Behnke Jr., was assigned to a Navy ship, USS *Nevada* (BB 36), to study the effects of heat stress on sailors at sea.

Today that simple idea has grown to a highly sophisticated medical research program of which the Naval Medical Research Institute in Bethesda, Md., is an

integral part. There, doctors and medical technicians probe the medically unknown to discover better ways of keeping Navy people healthy and treating those who are wounded in combat.

The transition was made possible at least partially by Behnke, whose initial duties were expanded to include further medical studies aboard USS *Tuscaloosa* (LST 1187)

*NMRI staff members conduct a physiological and human engineering assessment of "Jim," a diving system designed to work at depths down to 1,500 feet.*

and USS *New Orleans* (LPH 11). Behnke's reports were sent to Rear Admiral R.T. McIntire, Surgeon General of the Navy at the time.

Admiral McIntire, unknown to Behnke,





*A physician of the Naval Medical Research Institute prepares an aorta for freeze-drying and storage in the Tissue Bank; bone, skin, dura and blood vessels are collected, processed, stored and distributed by the institute to treat casualties. Techniques for the long-term storage of tissues were developed and perfected at NMRI.*

has led the world in the development of vaccines for typhus and malaria. As the result of its research and surveillance activities in that area of medical research, the institute—in conjunction with the World Health Organization—has been credited with much of the marked decrease of infectious disease casualties during the past 40 years.



*Lt. Cmdr. V.A. Prather Jr., an institute flight surgeon, who was drowned in 1961 during the recovery of the Strato-Lab, a space flight project which studied the physiological effects of altitudes. Prather was posthumously awarded both the Distinguished Flying Cross and the Harmon International Trophy.*

shared the results of that on-board medical research with President Franklin D. Roosevelt, who had a great interest in ship-board life. It was at the request of Behnke—and with the approval of both Admiral McIntire and President Roosevelt—that the first plans were made (in 1939) to incorporate a medical research facility into the new Bethesda Naval Medical Center.

Like the medical research program itself, the institute's origin was modest. A staff of 13 officers and 50 enlisted men began in 1942 to conduct basic and applied research concerned with health, safety and efficiency of naval personnel.

The institute grew slowly as it acquired new duties. During World War II, for example, the institute focused its research on trying to solve immediate problems of the fleet. During that time extensive studies were performed on protective clothing, aviation oxygen equipment, the physiological effects of tropical environments—among other subjects—and the desalinization of sea water.

Immediately after that war, institute researchers began to study the sites and survivors of nuclear blasts. The results of their research included a much-improved method of treating people exposed to radiation which led to the establishment of the Armed Forces Radiobiology Research Institute.

Then, upon conclusion of the Korean War, when immediate solutions to operational problems were no longer required,

the institute changed the focus of its research to long-term studies, such as the storage and transplantation of tissues for combat casualties. Thus was born the Tissue Bank, which has been used as a model for setting up tissue banks throughout the world. Research done at NMRI in gene coding and tissue matching to prevent graft vs. host disease has been basic to much of the advances of this science during the past 15 years.

The institute's new focus also led to a detailed study of how to improve the treatment of shock, caused either by infections following severe wounds or by extreme blood loss, in wartime conditions. From this study, a better method of treating severe facial wounds was developed. That method was the subject of a textbook written by institute specialists, which has gained international medical acclaim.

In recent years, the institute has also become known for its research in diving physiology. The Hyperbaric Research Facility, which is the most sophisticated diving facility in the world, allows researchers to study the adverse effects of pressure and gases on divers down to 3,330 feet. That facility was dedicated in 1981 in honor of Behnke, now a retired captain, who cut the ribbon with his diver's knife in front of the new building at the dedication ceremonies.

Furthermore, the institute—which now boasts a staff of 72 officers, 146 enlisted people, 31 civilian scientists and 139 civilian support and technical personnel—

In addition to the main institute in Bethesda, where the new Hyperbaric Research Facility is also located, NMRI also operates a toxicology detachment at Wright-Patterson Air Force Base in Dayton, Ohio, and an infectious disease detachment which opened this year in Lima, Peru.

Thus, through its medical research, the Naval Medical Research Institute continues to provide valuable information and products which lead to increased efficiency, and the health and safety of Navy and Marine Corps people.

# Bearings



**VR-55 women 'man' flight.** When Fleet Logistics Support Squadron 55 of Naval Air Reserve Unit, Alameda, Calif., logged its 30,000th hour of accident-free flying recently, "The Minutemen" took an about-face as well, since the record flight was made by the Navy's first all-women crew ever to fly the McDonnell-Douglas C-9B Skytrain. The crew from left to right: Aviation Machinist's Mate Second Class Rebecca H. Jacoby, Aviation Electrician's Second Class Caryl A. Hathaway, Aviation Electrician's Second Class Virginia A. Hale, Lieutenant Patricia A. Welling, Lieutenant Jean M. Rummel, and Aviation Machinist's Mate Second Class Michele G. Pawlicki.

—Photo by PH1 Thomas A. Berault  
NARU, Alameda PAO

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## Good Idea Brings Cash

Two USS *John F. Kennedy* (CV 67) boiler technicians, BT2 Brian Bahouth and BTC Johnny Johnson, designed a fresh water drain collecting tank for use in the ship's bilges. With the tank, known as "Level Control, Pneumatic Representation," sailors need not go into the bilges to operate the equipment.

The unit they conceived "to make our own jobs a little easier" will save the Navy an estimated 2,084 man-hours and as much as \$30,828 per year. The unit may be added on other carriers. Bahouth and Johnson shared a bonus of \$342 each for the project's development. In addition, their names appear on the Navy patent.

Bahouth is now aboard USS *Pharris* (FF 1094). Johnson is still assigned to *Kennedy* and is a member of the ship's Automatic Boiler Control Division.



**Petty Officer Felix J. Deneau** won first place in the 1982 Southern Pacific Regional Talent Contest. While serving aboard USS *Ajax* (AR 6), Deneau's impersonations of celebrities won him first place in the regional talent contest in 1980 and runner-up in 1981. Captain Ronald Kerslake, commanding officer of *Ajax*, said, "Deneau is quiet, unassuming and totally different on the job than he is on stage. We are very proud of him and glad to have him on board." Deneau intends to continue his entertainment career. "Being on stage makes me feel alive," he said. "I want to collect more personalities so I can keep on entertaining and make others laugh."



## Keeping Clean on Blue Ridge

Back in the "old-old" Navy, sailors at sea rarely washed their clothes. But when they did, they used salt water. In the days of sailing ships, fresh water was too scarce to be wasted on cleanliness.

In the "old" Navy, sailors moved up a notch. Fresh water was available for laundry purposes—in limited quantities—and sailors were able to keep their uniforms shipshape—with scrub brush and bucket.

It's not like that today, especially aboard the Seventh Fleet flagship USS *Blue Ridge* (LCC 19). In fact, if those old salts from bygone days could see the personal services available aboard *Blue Ridge*, astonishment would be a mild term for their reaction.

Senior Chief Ship's Serviceman Nelson Calimlim is the leading chief of the supply department's S-3 division.

"Service to the crew is what the ship's serviceman rate is all about, and I think we have a good operation here," he said. "We operate two ship's stores, two barbershops, soft-drink vending machines and the laundry. I think the laundry is one of the best services the crew has; these are the best facilities I've ever seen on a Navy ship."

The plant consists of separate dry cleaning and laundry sections, and production statistics are impressive. They can handle up to 3,000 pounds of laundry a week and press as many as 500 shirts and trousers a day.

"Working here is a challenge," said Ship's Serviceman Second Class Robert Warren, shop supervisor. "We have a large daily workload, and it increases when task force commanders' staffs come aboard for exercises. But we always provide one-day service."

With equipment similar to that of large civilian laundries ashore, the plant provides twice-a-week laundry and daily dry-cleaning service to ship's officers and chief petty officers. Crew's laundry is collected twice a week and crewmen can also deliver their dry cleaning to the shop on a daily basis, if they desire.

One unique feature aboard *Blue Ridge* is a self-service Laundromat for the crew. Anytime after 4 p.m., crewmen have the option of doing their own laundry and uniforms.

"I know of only one other ship in the Western Pacific that has a self-service laundry," Calimlim said. "We have six washers and five dryers aboard, with free soap and bleach available. It's a good deal."

The quality of work and the pride that the laundry crew takes in their job is evident in the fact that in a recent six-month period, only two articles of clothing were lost and there have been no damage claims.

"I think the best thing we have going for us is our people. I've got some fine sailors working for me. The best system in the world isn't worth anything unless you have good people to run it, and I think I've got the best," Calimlim said.

—ComSeventhFlt, San Francisco



SHSN Myron Beckham (top) and SHSN Dinnis Clements (with Beckham above) help provide *Blue Ridge* crew members with one-day laundry service.



# Bearings

## Hoel Helps Down Under



Nearly half of the crew members aboard guided missile destroyer USS Hoel voluntarily gave up their liberty time during a port visit to Melbourne, Australia, to help clear the devastated city of Macedon. Photo courtesy Melbourne Herald.

A devastating brush fire in southern Australia last February left hundreds of people homeless and more than 70 dead. Macedon, Victoria, a small community of 1,500 people located just outside of Melbourne, was one of the worst hit.

The guided missile destroyer USS *Hoel* (DDG 13), homeported in San Diego, was operating in the Southern Pacific near Australia when the tragedy occurred. Touched by the generous hospitality the Australians had displayed during *Hoel's* recent port visits, the crew members felt moved to lend aid to the victims.

What began as an attempt to raise \$1,300 (symbolic of the ship's hull number) snowballed into an effort that brought in more than \$4,200. Wanting to do even more, crew members asked the American consulate for ideas on how they might help during their scheduled four-day visit to Melbourne. The American consul general, Jim White, responded immediately

with a plan to help clean up Macedon.

News of *Hoel's* intended participation quickly spread. Local military forces pro-

vided transportation; a radio station donated wheelbarrows, shovels and chain saws; local stores and bake shops provided lunch; and a proprietor of a fast-food restaurant served an evening meal.

By day's end, some 100 *Hoel* crew members had cleared debris and rubble from more than 10 areas. Working side by side with local Boy Scouts, they also rebuilt a hall for Scouts, church and civic groups to meet temporarily until the buildings could be restored.

A celebration followed as residents and crewmen dined and danced the evening away.

—Story by Ensign Bob Monette and  
JOSN Gabriel Chavez



*Hoel* crew members FTG2 Michael J. Delisle, ET2 David B. Sherlock and BT2 Robert M. Bousquet (left to right) clear rubble from one of many sites in Macedon stricken by a bush fire that ripped through southern Australia last February. Photo courtesy Melbourne Sun.



## Reluctant Hero

"I didn't feel I did anything special," said Aviation Maintenance Administration-man Second Class John S. Mungo when presented with the Navy and Marine Corps Medal for heroism. "I just did what anyone would have done in the same situation."

While on liberty in Gibraltar, Mungo was swimming in Catalan Bay when a sudden change of wind, current and sea conditions threatened a woman struggling to stay afloat farther off shore. As mentioned in the citation he received, "With complete disregard for his personal safety and fully aware of the dangers involved, Petty Officer Mungo returned some 200 yards seaward to the drowning woman, calmed her and returned her safely to shore."

The woman, Mrs. Barbara Kernall, a resident of Gibraltar, thanked Mungo, and he went on his way. Later, though she had neglected to find out Mungo's identity, she wrote British authorities suggesting a commendation for the sailor's heroic act. Patrol Squadron 23, deployed overseas and operating out of Gibraltar at the time of the incident, was contacted. Mungo's department head, Lieutenant Commander Guy Higgins, said, "When we narrowed down the list to those people who could have been the rescuer . . . Mungo reluctantly admitted he had saved the woman. We were excited it turned out to be him."

Rear Admiral Edward A. Wilkinson Jr., Commander, Patrol Wings Atlantic, presented the medal and a certificate signed by the Secretary of the Navy during a special ceremony at Patrol Squadron 23's hangar, Naval Air Station, Brunswick, Maine, on April 1.

Mungo is Patrol Squadron 23's maintenance department logs and records yeoman. According to Higgins, "Petty Officer Mungo is one of the top performers in the squadron. He's also a nice guy, and someone anyone would want to have working for him."

## Navy's National Apprenticeship Program Adds Three Ratings

The Navy's National Apprenticeship Program, which began in 1976 under an agreement between the Secretary of the Navy and the Secretary of Labor, initially consisted of three ratings: mess management specialist, photographer's mate and instrumentman.

In 1982, boiler technician, aerographer's mate, electrician's mate, machinery repairman and molder were added. This year, in May, three new ratings were instituted under the apprenticeship program: aviation electronics technician, aviation electrician's mate and machinist's mate.

The idea behind the program is to develop highly skilled Navy-oriented journeymen who will continue to use their technical skills and knowledge in the Navy. At the same time, the training will also improve their qualifications for employ-

ment in the civilian world later in life.

Kenneth Tellier, naval education and training program coordinator for the apprenticeship program, believes that as apprentices complete their programs they become better performers for the Navy. He also feels the program is an effective way to keep the trained petty officer in the fleet.

According to the Department of Labor, studies have shown that workers who complete apprenticeship programs are more highly trained, work more steadily, learn their jobs faster and are more likely to be supervisors than are workers trained in other ways. This has resulted in more highly skilled, more productive and safer workers.

About 55 sailors have earned certificates of completion since the Navy's apprenticeship program began.



AZ2 John Mungo in front of a P-3 Orion.

# Bearings

## NRL Marks 60 Years of Research

The Naval Research Laboratory in Washington, D.C., marked 60 years of undertaking scientific research for the Navy and nation on July 2. The laboratory was based on a concept proposed by the famed inventor, Thomas Edison, for a research facility where civilian scientists could pool their knowledge and performance to develop improved technology for the Navy.

The laboratory's modest beginning in 1923 consisted of five buildings and a few handpicked scientists working in two major areas of research—radio and underwater sound. Today, the laboratory's main site has more than 150 buildings and structures situated on 135 acres of land. The work force consists of more than 3,000 full-time civilian employees.

NRL is charged with conducting research, translating the results of this re-

search into technology, and transferring this technology to other Navy activities and industry so that it can be incorporated into military systems. To accomplish its mission, NRL conducts a broadly based, multidisciplinary program of scientific research and advanced technological development directed toward new and improved materials, equipment, techniques, systems and related operational procedures for the Navy and Department of Defense.

Over the past 60 years, NRL has set a remarkable track record of achievement—a record that its professional staff today is striving to extend into the second half of NRL's first century. Highlights of NRL research include:

- Discovery and development of radar,
- Development of effective air purification systems for submarines,

- Launch of the first rockets carrying scientific instrumentation above the earth's atmosphere,

- Development of a process for separating uranium isotopes (an important step in nuclear energy),

- First radio signal bounced off the moon (paving the way for satellite communication systems),

- First lunar-based space observatory (*Apollo 16*),

- Project Vanguard, and

- Development of the skip-distance theory (paving the way for naval long-range radio communications).

Other significant developments have been made in electronics, plasma physics, electronic warfare, underwater acoustics, solid-state physics, chemistry, fiber optics and metallurgy.

## Giving When It Counts

"Your blood is something only you can give, and I'm glad I have the opportunity to donate," said Sonar Technician (Surface) Seaman Curtis Geus.

"It gives me a good feeling being able to share with the Greek people something as valuable as my own blood. It's like giving them a small part of myself," Yeoman Seaman Rick Gibson added.

Geus and Gibson were only two of more than 40 crew members from the Navy's newest nuclear-powered guided missile cruiser *USS Arkansas* (CGN 41) who gave blood during a port call at Athens, Greece, in response to an American embassy appeal to donate "the gift of life."

Eight members of the Greek chapter of the International Red Cross were welcomed aboard *Arkansas* to conduct the drive. The language barrier was bridged by friendship and cooperation.

Like other crew members who helped replenish the local blood bank, Chief Hospital Corpsman Clark Hitchcock summed up his feelings after participating in the blood drive. "For me, being able to help people is what being in the United States Navy and the Hospital Corps is all about."

—By JO3 Gus Paul



**Five-year-old Carl Munson, the Tidewater (Va.) March of Dimes Child,** is designated an honorary *USS Barney* (DDG 6) destroyerman by *Barney's* commanding officer, Commander Grant D. Fulkerson. Carl's mother, Christine (far left) and March of Dimes representative Louise Olsen join crew members in giving the newest *Barneyman* a round of applause. *Barney's* donation of \$1,521 was one of the largest contributions made by a Navy ship in the Tidewater area. Photo by JO2 E. Foster-Simeon, *USS Barney* (DDG 6).



## Seabees Arrive in Costa Rica

The temperature in the tiny Costa Rican port of Caldera climbed to 105 degrees in the midday sun as USS *Charleston* (LKA 113) offloaded a 22-man U.S. Navy Seabee detachment and 32 pieces of equipment destined for a civic action project in the northwest province of Guanacaste.

Minutes after *Charleston* pulled alongside the pier, the Seabees—part of Naval Mobile Construction Battalion No. 1 out of Gulfport, Miss.—and ship's crew went to work unloading the heavy equipment. The job took the better part of 12 hours, plus lots of coordination among the ship's crane operators.

Early the next morning, the convoy

headed for Santa Cruz, 130 miles north of Caldera. That afternoon the Seabees were met by townspeople who had formed a parade complete with a band and high school students waving flags and banners.

A welcoming ceremony was held in the town's plaza with official greetings by Costa Rica's Vice President Armando Arauz, U.S. Ambassador Francis J. McNeil and other officials.

Lieutenant Kenneth Moncayo, officer in charge of the detachment, said, "We're very happy to be able to work jointly with the government of Costa Rica in helping the people of this drought-stricken area. We see ourselves as ambassadors spread-

ing American good will."

The civic action project, which includes drilling 30 4-inch diameter wells within a 30-mile radius of Santa Cruz, will take about 120 days.

The drought relief project follows a visit to Costa Rica last December by President Ronald Reagan, who received a request from Costa Rica's President Luis Alberto Monge for Seabee assistance for the drought-ravaged area. Guanacaste province is a major producer of livestock, sorghum, rice and other crops. The province has been suffering from drought conditions since June 1982.

—By Lt.j.g. Becky Beckham  
NavSta Panama



**Extra Cash.** Aircrew Survival Equipmentman Third Class Cornelia White earned \$500 for her suggestion to improve the service life of the baro-release lanyard on the NB7 parachute. Her idea to cover the entire cord with a protective covering, reducing wear and tear on the lanyard, could save the Navy as much as \$8,000 every 2½ years for each squadron using this parachute assembly. White got her idea while stationed at Fleet Air Reconnaissance Squadron Two in Rota, Spain.



**Navy Family.** For retired Chief Aviation Machinist's Mate Paul Gonyon and his wife, Polly, the Navy is more than tradition—it's a way of life. Of their children from two marriages, four sons are in the Navy and, in two years, their daughter—a member of her high school NJROTC unit—plans to enter the Navy after graduation. "I explained the advantages of a military career to all my children knowing it would give them invaluable knowledge and practical training," said Gonyon. Gonyon said he never pushed his children to join the Navy, but he's happy they did. Members of the Gonyon-Harper clan are (l-r): Tammy Gonyon, Airman Apprentice James Gonyon, Lieutenant Michael Harper, Airman Apprentice Aviation Machinist's Mate Eric Gonyon, Aviation Electronics Technician First Class Daniel Harper, Polly Gonyon, Chief Aviation Machinist's Mate Paul Gonyon, USN-Retired.





# Harpoon Goes with the Fleet

The men of the U.S. Navy and the *Harpoon* weapon system form one of the most potent anti-ship capabilities in the world. Simple and reliable, yet versatile and lethal, the HWS provides the Navy with a long-range, all-weather, anti-ship missile.

HWS is the only such system in the world which can be employed from surface, submarine and air launch platforms.

Anti-ship cruise missiles have a long history that includes actual combat employment. The first ship in history to be sunk by such missiles was the Israeli destroyer *Elath* on Oct. 23, 1967. *Elath* fell victim to three Soviet-built, Egyptian-fired, *Styx* missiles.

Anti-ship missiles were successfully used by India in a brief war with Pakistan in December 1971.

Two years later, October 1973, Israeli missile boats equipped with *Gabriel* missiles engaged and defeated *Styx*-equipped Egyptian and Syrian missile boats. The recent performance of the French-built *Exocet* missiles employed by Argentina against the Royal Navy during the Falklands conflict leaves little doubt as to the effectiveness of anti-ship missiles.

It is significant that the *Harpoon* missile represents a new generation of anti-ship

missiles, far outranging these missiles and carrying a larger warhead than the *Exocet* and *Gabriel*.

The *Harpoon* weapon system was designed to deliver a large lethal warhead against both line-of-sight and over-the-horizon targets. Its maximum range exceeds that of the majority of weapons likely to be used by surface threats against *Harpoon* launch platforms. Additionally, *Harpoon* provides an all-weather, anti-surface warfare capability.

*Harpoon* may be launched from aircraft or fired from the torpedo tubes of submarines. Surface ships may launch *Harpoon* missiles from MK-112 ASROC launchers, from MK-11 double-arm and MK-13 single-arm missile launchers, and from specially designed, virtually maintenance-free, canister launchers.

The *Harpoon* missile flight profile consists of three phases: initial, midcourse and terminal.

The initial profile is dependent upon the type of launch platform; however, its purpose is to achieve cruise flight conditions. During the midcourse phase, the missile is guided at a very low "sea-skimming" altitude to a predetermined point at which its active radar seeker turns on. The terminal phase of flight begins when the seeker acquires a target.

The warhead of the *Harpoon* is designed to inflict massive destruction. The pure kinetic energy of the missile at impact is equal to that of a 65-ton vehicle traveling at 60 mph. Impact is followed by the det-

onation of a 500-pound blast/fragmentation warhead.

In every U.S. Navy *Harpoon* test firing, such massive damage was inflicted that the target would have ceased to be an effective fighting unit.

Integration of HWS is simplified through maximum use of existing shipboard systems and equipment together with the command and launch set. Missile controls and displays are co-located with existing fire-control equipment.

The *Harpoon* missile is designed whereby no missile maintenance is per-

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## Commanding Officers' Reports

- "Performance of HWS continues to be excellent."  
USS *Hewitt* (DD 966)
  - "HWS continues to remain the most reliable of all. First casualty since commissioning was analyzed and corrected in 20 minutes."  
USS *Samuel E. Morison* (FFG 13)
  - "*Harpoon* system has continued to function flawlessly."  
USS *Merrill* (DD 976)
  - "HWS operated flawlessly throughout this quarter."  
USS *Truxtun* (CGN 35)
  - "HWS has been excellent in operation and maintenance this quarter, with no downtime."  
USS *Trippe* (FF 1075)
- 

*Harpoon missiles can be launched from aircraft, submarines and surface ships. The canister launcher on this Spruance-class destroyer is virtually maintenance-free. Missile and ASROC launchers can also be used to launch Harpoon missiles on surface ships.*

# Harpoon

formed aboard ship. All maintenance is performed at naval weapons stations or at McDonnell Douglas Astronautics Company plant in St. Louis.

System-related maintenance is kept at a minimum due to:

- Diligent efforts to design for reliability.
- Use of proven military grade solid-state components where feasible and extensive development testing.
- Quality assurance in prime and subcontractor plants.
- Aggressive corrective follow-up action on fleet identified problems.

Failure rates of HWS are extremely low. The composite operational use availability, including logistic delays, is .974.

No additional people are required to maintain or operate HWS. Maintenance is performed by shipboard people who are assigned a secondary *Harpoon* Navy enlisted classification code after a relatively short training period. Operation of HWS is conducted by the normal combat systems team.

Various targeting methods including radar, sonar, electronic surveillance measures, third party (such as *LAMPS*, P-3 and other aircraft) and visual inputs all may be used. Thus, *Harpoon* firings become a team effort with nearly everyone on board involved to some degree.

Since HWS is the first weapon system

common to the surface, submarine and aviation communities, its employment is truly a fleetwide team effort.

HWS consists of the *Harpoon* missile and command launch subsystem which varies with different platform types. Surface ships use the *Harpoon* ship command launch and control set (HSCLCS). Submarines are equipped with the MK-117 fire control system launch set (EHCLS). P-3 aircraft use the *Harpoon* air command launch set (HACLS); A-6 aircraft use their existing fire control system.

The simplicity and reliability of HWS is best illustrated by a brief description of HSCLCS. HSCLCS can be installed on virtually any Navy ship and relies upon the *Harpoon* control console (HCC) as the key interface between electronic equipment and the missile.

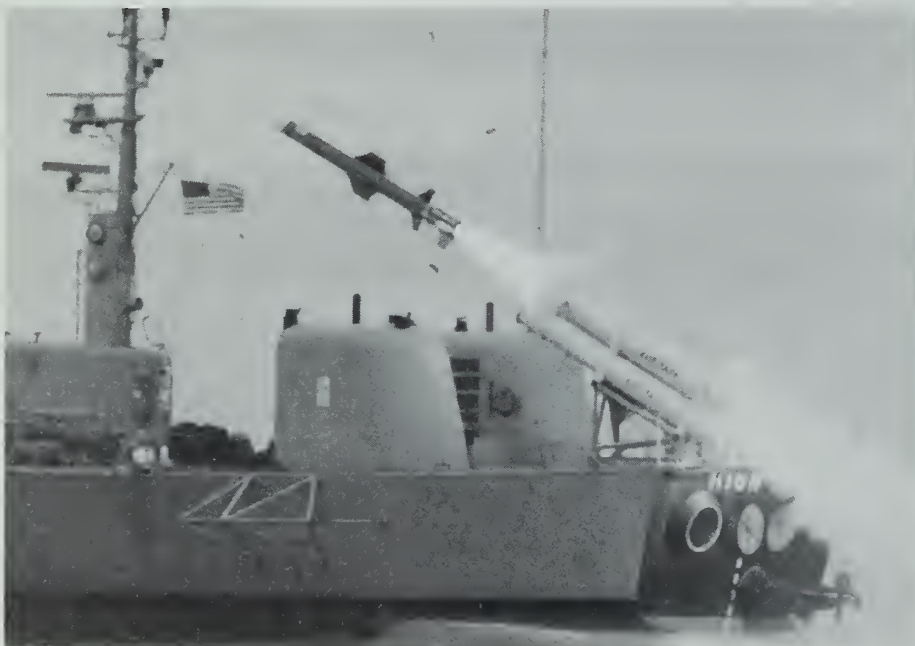
It is equipped with a general-purpose minicomputer which is also used in the *Harpoon* air- and submarine-launch platforms. The most outstanding feature of HSCLCS is its ease of operation. This is brought about by using sophisticated electronics interacting between the complicated ship's equipment and the *Harpoon* missile.

*Right: The impact of a Harpoon missile, combined with the detonation of its 500-pound blast/fragmentation warhead, wreaks massive destruction on a target. Below: Harpoon-carrying patrol boats add a new dimension to naval warfare.*

HSCLCS uses the existing ship's systems to provide power, navigational data and targeting data. The data is evaluated to determine whether the missile is capable of hitting the target. If HSCLCS gives the go-ahead signal, the HSCLCS operator turns the firing switch to launch the missile.

All this, from HWS power up to missile away, happens in a matter of seconds.

The HSCLCS operator knows exactly





what the system is doing at all times. Targeting and navigational data are exhibited on numerical displays and the system status on indicators. If any trouble occurs, these displays and indicators identify the location of the malfunction.

If there is a failure, HSCLCS will identify its own faults—greatly reducing trouble-shooting time. Upon application of power, the computer and HCC automatically perform a complete self-test which

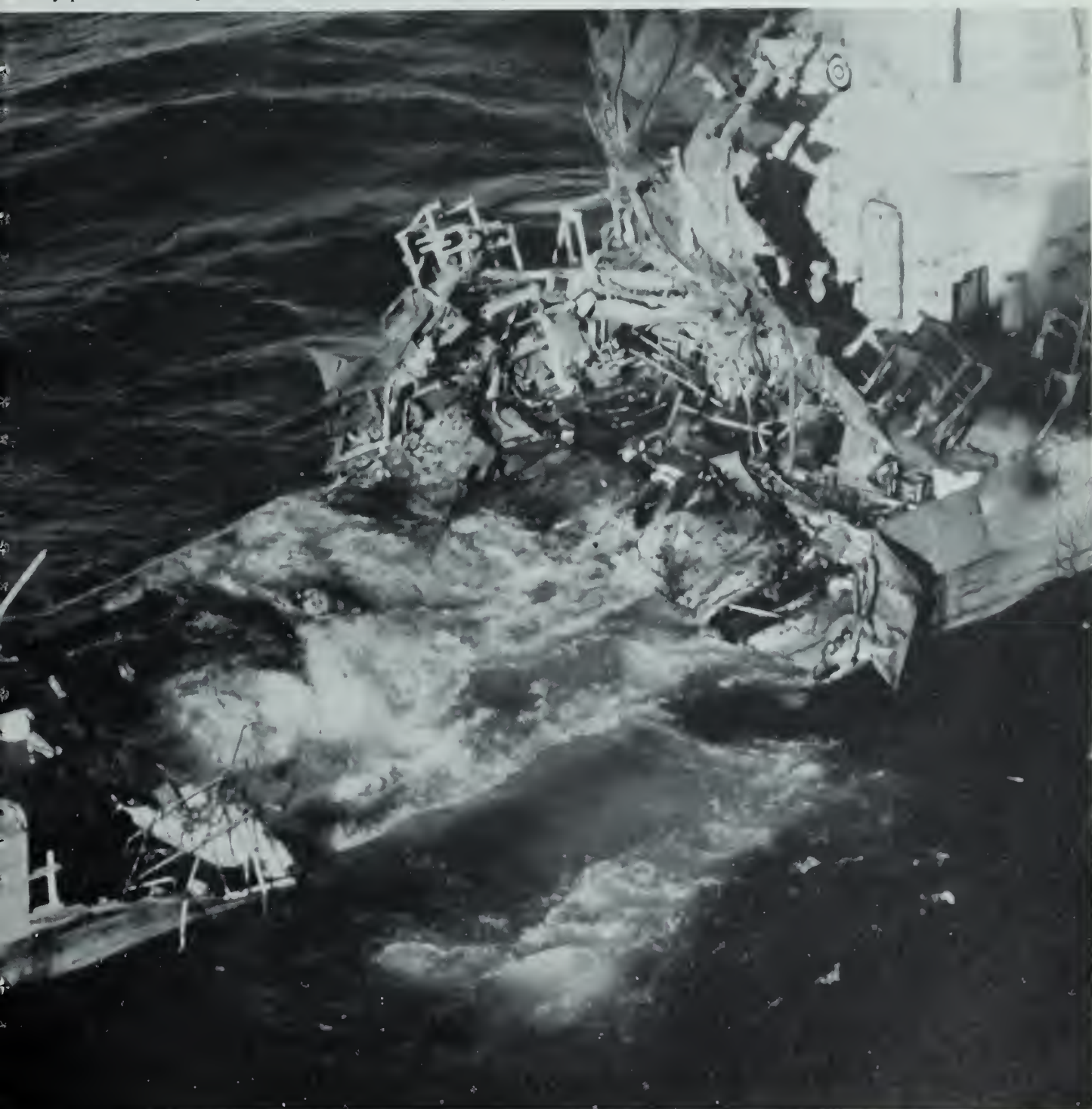
will detect almost all (97 percent) of the failure modes. The computer self-test includes a memory check sum test, instruction operational test, interrupt tests, and loading and unloading operation into the serial and parallel input/output channels.

HSCLCS also has the capability of conducting missile self-test. The operator depresses an HCC switch to initiate the test which is conducted with the missile by its on-board computer.

It's simple; it's reliable. Yet it's versatile and lethal.

*Harpoon* goes with the fleet—whether launched from aircraft, submarines or surface ships. As an all-weather, sea-skimming missile with over-the-horizon range, *Harpoon* provides a new dimension of fire power, accuracy and survivability for the fleet through the 1990s.

—Naval Sea Systems Command



## *New drug education film available*

A new color motion picture, "Danger Ahead: Marijuana on the Road," was added recently to the Navy film system. A limited number of copies of the 30-minute, commercially produced film are available for temporary loan to fleet units from naval education and training support centers.

This film presents data on the physical and psychological impairments caused by use of mari-

juana and other drugs. Authorities in the field and young people who have been involved in serious drug-related auto accidents address the legal, physical and social hazards of driving while under the influence of drugs.

The film may be requested in accordance with procedures contained in OPNAVINST 3157.1 using film identification number, DN 504303.

## *SCORE offers training opportunities*

The Selective Conversion and Re-enlistment program offers guaranteed incentives to individuals converting from overmanned to undermanned ratings.

The SCORE program guarantees assignment to class "A" school with an immediate change of rating upon graduation. In addition, if available, class "C" school is also guaranteed upon completion of at least one year of on-the-job training in the new rating. SCORE participants are automatically advanced to E-5 upon successful completion of the class "C" school, provided members are otherwise eligible for advancement.

Some members may also be eligible for the selected re-enlistment bonus.

Individuals participating in the SCORE program are required to extend their enlistment until the graduation date from the "A" school and to re-enlist for six years after conversion. SCORE conversion may be authorized for service members with between 21 months and 15 years of active-duty service who have not more than one year until the extended end of active obligated service date.

For further information on the SCORE program, see your Navy counselor.

## *Air traffic controllers return to fleet*

The last contingent of military air traffic controllers returned to military duties following nearly two years of assistance to the Federal Aviation Administration at civilian airports and air traffic control facilities. During that period which began in August 1981, the military controllers played a key role, working side by side with non-striking controllers and supervisors, in maintaining safe travel by air through an effective air traffic control system.

At the height of the deployment, 868 military controllers from the Navy, Marine Corps, Army and Air Force were assigned to 65 locations. The military augmentees worked with the civilian controllers and Federal Aviation Administration supervisors in airport control towers and radar ap-

proach control facilities. During the two years of deployment, 1,024 individual military air traffic controllers, including 164 Navy and Marine Corps controllers, were assigned to support the nation's air transportation system.

The military controllers earned the respect of Federal Aviation Administration controllers and supervisors for their job performance. Chester Anderson, tower manager at Chicago's O'Hare Airport, said the military controllers assigned to him "fit in perfectly" and he was "proud to have had them in my crew." FAA administrator, J. Lynn Helms, said, "I can't say enough about the performance of the military controllers as a group...we received the benefit of their capability and performance."



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## *Establishing a safe physical fitness program*

Poorly planned personal physical fitness programs can result in personal injuries. This is especially true of individuals who do not routinely exercise and are out of shape. You can realize the benefits of a physical fitness program by taking a few simple precautions.

Individuals who have been physically inactive or have a known health condition should start their physical fitness program with an examination by a physician. When beginning physical training, a consistent exercise program performed a minimum of four times weekly over the course of at least five weeks is necessary to develop a good foundation for continued activity. Once you have reached a satisfactory level of fitness, three days of exercise per week should maintain that level. Each training period should be preceded by a warm-up, including pre-stretching exercises and calisthenics, and when practical, each workout should be followed by a post-exercise, cool-down period.

During periods of high heat and humidity, you should take special precautions. Limit periods of exertion to cooler, less humid periods of the day and shorten the period of exercise. Increase your intake of fluids to compensate for increased perspiration.

The old adage "no pain-no gain" can lead to trouble. Symptoms of pain and fatigue are indicators that the body is not ready to be stressed further. An important precaution is to alternate hard and easy workout days. If you stop exercising for a period of time, do not attempt to resume at the previous level of activity but return to a comfortable level of exercise and work back to the previous capacity.

The key to physical readiness is a consistent program. A year-round program is necessary to afford the benefits of weight loss, increased energy, enhanced immunity to disease and injury, and an improved psychological sense of well-being.

## *New York City selected as future home port*

Secretary of the Navy John F. Lehman Jr. announced the selection of New York City's Stapleton area of Staten Island as the "preferred alternative" home port for a naval surface action group to include a battleship and four other combatants plus two Naval Reserve frigates. The secretary made the announcement during remarks July 29 before the Association for a Better New York at the Intrepid Museum.

The next step in the homeporting process will be the filing of a draft environmental impact statement by the Navy under the provisions of the National Environmental Policy Act. The environmental impact process, which will take about 12 months, must be completed before a final decision can be made on the home port site.

The announcement of the site selection ends a five-month study of six Northeast home port sites including three sites in the New York City/New Jersey harbor area, one in Boston and two in the Rhode Island/Narragansett Bay area.

The arrival of the task force is expected to bring 3,600 military billets to the New York City area with an annual payroll of approximately \$72 million. The homeporting move will create 300 to 400 civilian jobs in direct support of the naval shore activity.

In addition, Lehman announced that two Naval Reserve frigates will be homeported in Boston, and the Navy plans to homeport additional ships in Newport, R.I.

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# The Navy Remembers

*Marking the Navy's 207th birthday on Oct. 13, 1982, All Hands began a yearlong series highlighting selected events important in Navy history. In this issue, we look at some significant September events.*

Japan's formal surrender aboard the battleship USS *Missouri* (BB 63), ending World War II in the Pacific, marks this month's most memorable date. General of the Army Douglas MacArthur and Fleet Admiral Chester Nimitz, along with high level representatives of the Allies, witnessed Mamoru Shigemitsu's signature—on behalf of the emperor—accepting unconditional surrender at 9:04 a.m. on Sept. 2, 1945, in Tokyo Bay. The U.S. Navy suffered more than 100,000 casualties during almost four years of fighting in World War II.

On Sept. 5, 1776, the Navy adopted its first standardized uniforms.

The first American submarine attack was attempted by David Bushnell's *Turtle* against the British on Sept. 7, 1776.

Captain John Paul Jones, on Sept. 23, 1779, in *Bonhomme Richard*, captured British *Serapis* in the most memorable sea engagement of the Revolutionary War.

Sept. 7, 1797, marked the launching of the U.S. frigate, *Constellation*, in Baltimore, Md. The famous battleship, *Maine*, was commissioned on the 17th in 1895.

The Naval War College opened its doors on Sept. 3, 1885, in Newport, R.I.

On Sept. 21, 1956, an F11F-1 *Tiger* shot itself down over Long Island,

N.Y., by catching up with and flying into 20mm shells it had just test fired.

## First Nuclear Submarine

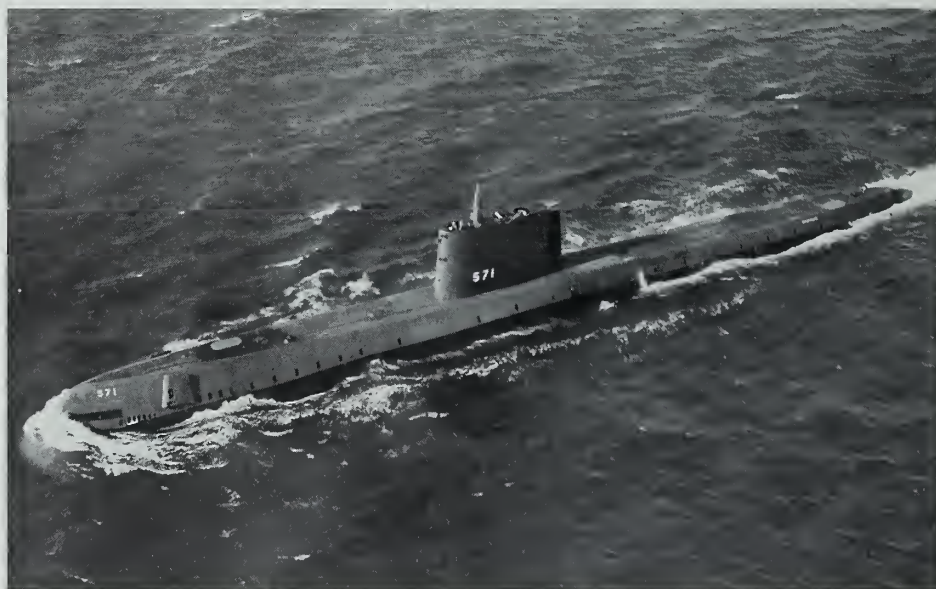
The age of nuclear propulsion began with the commissioning of USS *Nautilus* (SSN 571) on Sept. 30, 1954.

The eyes of the world watched as *Nautilus* departed Groton, Conn., for sea trials. In an age when submarines ran on diesel fuel and storage batteries, *Nautilus* was a technical wonder.

*Nautilus* had astounding capabilities. From deep below the ocean's surface, it could track, shoot and speed away from a ship without ever coming into range of an air or surface attack.

*Nautilus* was roomy and comfortable for a submarine; it had the best-trained submariners in the world.

Following sea trials, *Nautilus* headed south to San Juan, Puerto Rico—traveling 1,381 miles in 89.8 hours—the longest submerged passage in the fastest time recorded until that time. "The *Nautilus* is not merely an improved submarine," said Admiral Hyman G. Rickover, the man chiefly responsible for the ship's creation, "she is the most potent and deadly submarine afloat. She is, in fact, a new weapon. Her impact on naval tactics and strategy may well approach that of the airplane."





## The First Maine

The first U.S. battleship to bear the name *Maine* was commissioned on Sept. 17, 1895. *Maine* displaced 6,682 tons, was 324 feet long, 57 feet wide and reached a top trial speed of 16½ knots.

The battlewagon was equipped with 12-inch-thick side armor and had four 10-inch guns, six 6-inch guns, seven 6-pounders, eight 1-pounders and four torpedo tubes. Described as sea-going coast defense, *Maine* was both an offensive and a defensive ship.

*Maine's* crew totaled more than 350. In late 1897, the ship put to sea for Havana, Cuba. Joined by ships of the North Atlantic Squadron on maneuvers, *Maine* arrived on Jan. 25 and anchored in the harbor.

Three weeks later, with tight security precautions and no liberty, the battleship was destroyed by a mysterious explosion. More than 250 officers and men on board were dead or missing. Cause for the explosion was never proven. The incident was a direct cause of the Spanish-American War.



One of the guns recovered from *Maine*.

Congress authorized the raising of *Maine* in August 1910, and its hulk was finally floated by the Army Corps of Engineers in February 1912. *Maine* was towed out into the Gulf of Mexico and sunk in deep water with proper military honors on March 16, 1912.

## First Enlisted Uniforms

The first regulations for enlisted



men's uniforms were issued in September 1817. According to descriptions of enlisted uniforms worn by the crews of the frigates *United States* and *Macedonian* in 1813, the sailors were clothed in "glazed canvas hats with stiff brims, decked with streamers of ribbon, blue jackets buttoned loosely over waistcoats, and blue trousers with bell bottoms." The 1817 regulations dictated:

- Summer: white duck jacket, trousers and vest,
- Winter: blue jacket and trousers, red vest, yellow buttons and black hat.

Sailor's bell-bottomed trousers were worn large at the bottom in order to roll up easily above the knees for scrubbing decks. They were also practical when seamen landed small boats in shallow water.

## Battle of Lake Erie

The Battle of Lake Erie took place on Sept. 10, 1813. It was a significant American naval victory that directly affected the course of the War of 1812.

The Battle of Lake Erie was made famous by Oliver Hazard Perry's historic written words following the Brit-

ish surrender, "We have met the enemy and they are ours. Two ships, two brigs, one schooner, and one sloop."

Early in 1813, with attention focused on the Great Lakes, Perry, the master commandant, took command of the squadron on Lake Erie. Using a sand bar as protection from British attack, his command built two 20-gun brigs, *Lawrence* and *Niagara*, and three small schooners. He also had a smaller brig captured from the British, and three merchant ships which had been purchased and converted to war vessels.

Using these ships, Perry engaged the British fleet at the western end of the lake. Perry's flagship, *Lawrence*, flew a banner with James Lawrence's dying words, "Don't Give Up The Ship." After heavy fighting at close range, *Lawrence* was disabled and Perry transferred by small boat to *Niagara*, which was still in good shape.

Perry drove *Niagara* into the enemy line and the British, unprepared for a fresh onslaught, were forced to surrender. The victory gave America complete command of Lake Erie.

—By JO2 Russell Coons

# Mail Buoy

## Editor's Note

*Those who wear the uniform of the U.S. Navy often experience a sense of loneliness and loss when they leave family and friends to take up a life of service to their country. Those left behind may experience a sense of loss at seeing the family member or friend leave. In the following poem, Sheila Siebold of Roann, Ind., expresses her feelings about the personal relationship she had with her sister, now a member of the U.S. Navy.*

### Sister

It seems like only yesterday  
I was walking up the lane.  
I had just gotten off the school bus,  
and here a little girl came;  
Running just as fast as she could  
arms stretched wide as can be;  
Wide enough to encompass the world...  
But it was just for me.

And, oh my! what a playmate  
That this little girl made.  
We'd play "restaurant" and make mud pies,  
even a "teeny bopper" play.  
I'd ride her on the handle bars  
of my rickety old bike.  
We'd have picnics in the field,  
and sing songs into a mop handle mike.

I remember the times we'd play in the sand  
and play house in the barn and the shed.  
And we'd get in trouble for giggling at night  
and wiggling around in our bed.  
God, how I loved that little girl  
but it seemed that all too soon;  
she started changing somehow,  
she began to bloom.

That little girl was taken from me.  
It happened all too fast.  
And a big girl stood in place of her,  
growing up at last.  
I wasn't disappointed, though,  
not like I thought I'd be.  
She'd become more than a playmate.  
She was a friend to me.

I wanted her to stay like that  
and never change again.  
She was the perfect playmate  
Then became the perfect friend.  
She'd ask me for advice sometimes,  
which made me feel so good.  
'I love you's' weren't important...  
Just always understood.

And when we got to high school,  
That grown-up girl and I;  
We'd grown even closer.  
The time just seemed to fly.  
Our futures were uncertain,  
what was our destiny?  
I didn't worry, not at all—  
I knew she'd be with me.

That girl had grown up by my side,  
so I'd assumed that we  
were never to be parted...  
But this was not to be.  
Mother Nature called once again,  
and this, the final door;  
She passed through into womanhood—  
not a big girl anymore.

A woman had emerged  
from this girl that I once knew.  
She had made a decision for herself,  
and I had made one, too.

As for me, well I was married;  
and had a family of my own.  
She chose to serve her country;  
to move away from home.

It was very hard for us,  
that day we said goodbye.  
But I knew she had to go away.  
She knew she had to try.  
And I'm so pleased she made it;  
That she found her slice of life;  
That she's happy in the Navy,  
and I'm happy as a wife.

But sometimes when I think of her,  
It all comes back the same.  
I see that little girl once more,  
running down the lane.  
Sometimes I see the woman,  
that I know she is today;  
but it's the little girl who needed me,  
and I just can't turn away.

Please don't deny me the privilege,  
and the joy to reminisce...  
cause you're not that little girl anymore,  
and this is what I miss.  
I love you more than ever, now  
so don't misunderstand.  
Just once in a while, I miss those times  
when we'd walk hand in hand.

May God go with you, sister,  
and no matter what you do  
I hope that you will always know  
That my arms encompass you.  
And they hold you tight and love you,  
just the way that you did me.  
And I'll keep you, sister, in my heart...  
through all eternity.

## It's just not worth it

SIR: Something has happened to me recently that I would like to share. I am stationed aboard an LST and not too long ago we had a random urinalysis. Guess whose name came up? Mine. And guess who got caught? I did.

You know, it's just not worth it. I got busted down a paygrade, 45 days restriction and a fine of \$250 a month for two months. Ouch!!

I always thought that the Navy couldn't catch me smoking pot, but I was wrong. It's just not worth it. I am a very long way into a good Navy career, and I almost ended it by doing something stupid. I just want to share with the rest of the Navy one thing: If you have worked hard to get where you want (like I did) then don't let it get taken away (like I did) by doing drugs. It's just not worth it.

I'd rather you not use my name—just sign me—an E-5, formerly an E-6.

## Reunions

- **USS Grayson (DD 435)**—Reunion October 1983, Kansas City, Kan. Contact Don Rasmussen, 560 22nd St. N.E., Salem, Ore. 97301; telephone (503) 362-5614.

- **USS Osterhaus (DF 164)**—Reunion Oct. 1-2, 1983, Oxford, N.J. Contact Russell Alpaugh, Box 527, Route 1, Oxford, N.J. 07863; telephone (201) 689-3466.

- **USS Montpelier (CL 57)**—Reunion Oct. 1-2, 1983, for World War II crew members. Contact E.J. Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603.

- **USS Wharton (AP 7)**—Reunion Oct. 5-8, 1983, Nashville, Tenn. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148.

- **Naval Mine Warfare Association**—Reunion Oct. 6-9, 1983, Colorado Springs, Colo. Contact H.H. Stettler, 3604 Greenleaf Drive, Santa Rosa, Calif. 95401; telephone (707) 545-8626.

- **USS Yorktown (CV 10)**—36th annual reunion Oct. 6-9, 1983, Charleston, S.C., for all crew members who served from 1943-1970. Contact Joe Sharkey, USS Yorktown CV 10 Association, PO Box 1021, Mt. Pleasant, S.C. 29464.

- **USS Coral Sea (CVA 43)**—Fifth annual reunion Oct. 7-9, 1983, Portsmouth, Va. Contact Sal Avellino, 45-11 Arcadia Lane, Great Neck, N.Y. 11020; telephone (516) 466-9088.

- **USS LST 325**—Reunion Oct. 7-9, 1983, Hasbrouck Heights, N.J. Contact Dick Scacchetti, 6 Nutting Place, West Caldwell, N.J. 07006; telephone (201) 226-4465.

- **Marine Corps Aviation Association**—Reunion Oct. 13-16, 1983, San Diego. Contact MCAA, PO Box 296, Quantico, Va. 22134.

- **USS Washington (BB 56)**—Reunion Oct. 13-16, 1983, San Mateo, Calif. Contact John A. Brown, PO Box 13047, Columbus, Ohio 43213; telephone (614) 237-6775.





*A friendly elephant greets EA2 Mike Kauffman of Naval Mobile Construction Battalion Three as Seabees and their guests—80 orphans from the local area—await the start of Circo (Circus) Kron de Alamania at the battalion's recent benefit for Naval Station Rota's David Glasgow Farragut High School Scholarship Fund. Looking on are (l-r): SW2 Brent Kerns (behind elephant), SW3 Sam White, EOCN Don Turner and EO3 Ron King. Photo by PH1 Donald N. Landolt.*



**Guantanamo's Defenders • See page 20**



# ALL HANDS

OCTOBER 1983



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- Fraud, Waste, Mismanagement
- Port Change for Hydrofoils

# *The Navy Hymn*

*Eternal Father, strong to save,  
Whose arm hath bound the restless wave,  
Who bidd'st the mighty ocean deep  
Its own appointed limits keep,  
O hear us when we cry to thee  
For those in peril on the sea!*

*Lord, guard and guide the men who fly  
Through the great spaces in the sky.  
Be with them always in the air,  
In darkening storms or sunlight fair.  
O hear us when we lift our prayer  
For those in peril in the air!*

*Eternal Father, grant, we pray,  
To all Marines, both night and day,  
The courage, honor, strength, and skill  
Their land to serve, thy law fulfill;  
Be thou the shield forevermore  
From every peril to the Corps.*

*Eternal father, Lord of hosts,  
Watch o'er the men who guard our coasts.  
Protect them from the raging seas  
And give them light and life and peace.  
Grant them from thy great throne above  
The shield and shelter of thy love. Amen.*

**Navy Birthday Oct. 13, 1983**



# ALL HANDS

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Back: An adielie penguin, one of the "clowns of the Antarctic," casts an inquisitive but wary glance at the photographer, PA1 Ed Moreth, USCG.

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# Reaching a New Awareness

"The Navy will investigate any allegation of waste or wrongdoing, no matter who is involved because the Navy is responsible and accountable for the identification and elimination of such practices."

So says Commander John Redden, an assistant for investigations in the Office of the Naval Inspector General. Redden knows what he is talking about. He's directly involved in every DoD charge of fraud, waste or mismanagement directed to the Department of the Navy.

The Navy is taking effective action in many areas to combat fraud, waste and mismanagement, but the DoD Hotline Program is one of the newest and perhaps most visible elements of the campaign. The hotline openly invites participation by all levels, and it has met with significant results.

According to Redden, the personal 'gripe-type' calls have lessened considerably. "The number of hotline complaints for 1983 is down, but more of them—20 percent, in fact—have uncovered actual problems," he said. "This may well mean better screening of hotline complaints at lower levels and more successful attempts to resolve matters at command levels before the problems become bigger."

In 1982, the Department of Defense Hotline processed 6,620 hotline calls and letters. About two-thirds of them were small, personal gripes or were so ambiguous that follow-up was impossible. Some 2,200 had enough detail, however, to be tasked out for investigation. Of that number, the 665 Navy-related complaints (in-

cluding 498 dealing with management abuses and inefficiencies) were sent to the Investigations Division of the Naval Inspector General's office.

All 665 were investigated, all required completion reports, and some kind of action was taken in 8.3 percent of the complaints: financial recoupment, revision of management procedures or discipline against individuals. These included letters of reprimand and suspension for civilians and loss of pay and confinement to quarters for military. You may have read about some of them in the newspapers.

Redden admits that some of the results seem relatively insignificant, especially when it comes to recovering funds. "They may be only \$50 abuses," he said. "But they make a much bigger impact than is readily apparent. Many of the investigations themselves act as indicators; they sometimes ferret out much bigger problems."

As an example, Redden told of one hotline complaint charging a senior civil service employee with using a government computer for personal business. An investigation proved the allegation to be true. Even though the individual had used the computer during "free time" or when no backlog existed, the employee was given a letter of reprimand and was required to reimburse the government for the computer time used.

"Well, so what? It's just a little thing," you might say. The answer is that this one incident has to be considered in light of all the computers and word processors the Navy owns. What if everyone who has

access to one of these machines uses it just one hour a day for personal business? That would mean that government employees are away from their jobs thousands of hours each day for personal business, using government equipment. That translates into hundreds of thousands of dollars.

Also, with the knowledge that it is a punishable offense, other employees are less likely to use a computer for other than government business. The caveat here is especially to supervisors and managers who give specific permission or do not prevent misuse of government equipment. They are just as liable as the people who are actually using the equipment.

In the area of management abuses, or what is often perceived as mismanagement, an allegation might not be validated. However, the resulting investigation will often uncover a basic lack of communication in the command which can be corrected before it becomes a greater problem.

One phone call, for example, tipped off the Navy that an AIMD officer responsible for aircraft maintenance at an aircraft intermediate maintenance activity was renovating an office with metal purchased for aircraft repair. The material had been paid for with legitimate funds, except that the special fund was designated for aircraft repair only. Even though it was a misuse of material, there was no intention to defraud or to obtain personal gain. The action taken in this case was to issue a local instruction outlining proper procedures for use of specific funds.



# Working Together for a Cause

The Navy's battle against fraud, waste and mismanagement is the responsibility of the Naval Inspector General Rear Admiral Henry C. Mustin. Admiral Mustin is convinced that the overwhelming majority of Navy men and women are highly supportive of the effort.

"We're talking about two basic things here—personal sense of ethics and accountability. As Admiral Watkins has said, 'When men lose confidence and trust in those who lead, order disintegrates into chaos and purposeful ships into uncontrollable derelicts.' There is a basic difference between civilian organizations and the Navy; failure by civilians may mean the ruin of a company or an industry, but failure by the Navy may mean the collapse of the nation. Therefore, we have a long tradition of high standards of ethics and accountability in the Navy—we are an honorable profession. We're honest, we're tough, and we clean up our own act when we have to."

Admiral Mustin supports the hotline concept. But he emphasizes that the DoD Hotline Program is not intended to be a means of circumventing the chain of command.

By itself, an instance of fraud, abuse or mismanagement might not be such a big thing. But it can be insidious, creeping to enormous proportions, overlapping into budget areas and translating into tax dollars which eventually come out of your pocket. Even with seemingly little things, the potential for great harm is there. That's why the Navy is putting such emphasis on eliminating fraud, waste and mismanagement.

So far, we've been talking about DoD hotline cases. There are other ways to report wrongdoing. First, and most important, is the chain of command. If you suspect wrongdoing, tell your supervisor. If you're not satisfied with the results, tell your supervisor that you will report it to



"The Navy's reliance on the chain of command has served the country well, in peace and war, for over 200 years. Most of our problems are solved by the chain of command long before they ever reach my level, and that is one of the great strengths of the Navy. The hotline is a necessary tool in those rare instances where the system, for whatever reason, has not functioned as intended.

"Fraud, waste and mismanagement have been front-page news recently, as an element of the president's program to rebuild the Navy while at the same time reducing government spending. The Inspector General Act of 1978 sets our overall course, and in the Navy we're following that course right down the line.

the next one in the chain. If the problem seems to be one of mismanagement, check out the procedure first in your personnel office, or ask your supervisor for an explanation. Sometimes what seems to be mismanagement is only a false perception based on a lack of knowledge.

This is not to say that management abuses and inefficiencies are not real or are not being uncovered. They are. But mismanagement by itself is relatively rare because it may be tied into waste and even fraudulent activity. For example, a hotline complaint alleged that one Navy officer allowed a civilian employee to work days of fewer than eight hours but signed the time card for full days. The allegation was proven; the time cards had been falsified.

"The policy of the Secretary of the Navy is to encourage and require all hands to report all instances of fraud, waste and mismanagement that they observe. Such reports should be made through the chain of command because Navy managers have prime responsibility for corrective action, and so they should get the first opportunity to do so. The DoD Hotline Program is an alternative channel which in my view should be used predominantly when the chain of command has not been responsive. The confidentiality of individuals using it is assured by DoD policy and directive and is vested in public law. Like all other management tools, it is only as good as the user will let it be."

The officer was given a letter of reprimand and confined to quarters. The civilian was suspended for 10 days without pay. What seemed to be only a case of management abuse was actually fraud.

One housing officer, a civilian, at a shore establishment was accused of improper conduct for filling out his time card in an unapproved manner. Although he had worked overtime earlier, he had accounted for the time off as though it had been a regular work day instead of signing out for leave or compensatory time. In this case, there was no fraudulent intent — it was merely poor judgment. He was given a letter of caution and a verbal reprimand.

In yet another case of mismanagement, a commanding officer was relieved for

# Fighting Fraud

cause because he failed to take timely action against a person in a key position who was engaged in extensive fraudulent activity.

Whether your allegation is made by hotline or chain of command, it helps if you identify yourself. Anonymous calls and letters are accepted, but they are not as effective. They sometimes go unresolved because there's no way of obtaining additional information if clarification is needed. If you so desire, your name will not be released to anyone; your right to confidentiality will be respected, and the

## Do Your Part

The Navy is cracking down on fraud, waste and abuse. No lead is too small or insignificant to investigate. The Navy wants you to help by reporting what you think are instances of fraud, waste or abuse. It would help if you can come up with proof, but the Navy will investigate all allegations.

First, use your chain of command. If this effort fails, use the hotline.

When you use the DoD hotline, call:

800-424-9098 toll free  
693-5080 Washington area  
223-5080 Autovon

or you can write:

DoD Hotline  
The Pentagon  
Washington, D.C. 20301

- Make sure you have a valid complaint. There are other, more proper channels if you have a personal grievance or an EEO complaint.

- Be specific with dates, places, names.

- Identify yourself; ask for confidentiality if you so desire.

As *All Hands* went to press, the Navy announced an alternative method for reporting fraud, waste or abuse. It is a central Navy hotline service, and reporting can be accomplished either by mail or telephone.

800-522-3451 toll free  
433-6743 Washington area  
288-6743 Autovon

or write:

Office of the Naval Inspector General  
Attn: Navy Hotline, Bldg. 200  
Washington Navy Yard  
Washington, D.C. 20374

Navy will go to great lengths to protect your identity. If you are willing to reveal your name for purposes of an investigation, the Navy guarantees protection against reprisal.

In one case, someone at a shore establishment reported that employees were regularly spending excessive time away from work, especially during lunch time. The inspector general's office forwarded the report to the ISIC of the naval activity for further investigation. Because more information was needed, the investigating officer requested the name of the informant. The inspector general's office refused, but separately contacted the complainant to see if more detailed information was available. Anything that might have led to the complainant's identity was removed from the file. To this day, only the Navy IG representative knows the identity of the person who made the complaint.

As it turned out, Navy auditors, after checking each date and the time records of the people involved, determined that all had either been on official business or had signed out for leave. Even so, the name of the person who made the allegation was never revealed; the IG was satisfied that a complete inquiry had been conducted.

Other ways to provide information which might lead to proof of fraud, waste or mismanagement are through IG inspections, audit follow-ups, cost-savings identification and beneficial suggestions. Also, there's nothing to prevent a person who suspects criminal misconduct from going directly to the Naval Investigative Service.

The point is that we have a duty to report wrongdoing, no matter how minor, in the places where we work. It is for the good of the individual, it is for the good of the whole, and as Redden said, "Catching one criminal is worth it, correcting one significant mismanagement problem is worth it."

Redden related that when he came into the program, he was really disappointed about his assignment to the IG's Investigations Division. "I'm an aviator—what did I know about fraud, waste or mismanagement?" He soon changed his mind, coming to the conclusion that misman-



*Every case that comes to the IG's Investigations Division becomes the subject of intense study (l-r): Roy Elmquist, Capt. Paul Carroll, Navy IG Rear Adm. Henry C. Mustin, Cmdr. John Redden.*

agement is a serious problem. "And I'm proud to say the Navy is doing something about it," he said. "Money is being recovered, managers are changing their methods, and a whole new awareness is growing."

The other three people in OP 81 (located in Building 6 on the grounds of the old Bureau of Medicine at 23rd & Constitution Ave., N.W., Washington, D.C.) agree: Captain Paul Carroll, a Navy lawyer who is division director; Roy Elmquist, an NIS agent with an extensive criminal investi-





gations background; and John Poore, on assignment from the Naval Audit Service.

These four have a corner on the hotline calls directed to the Navy. They analyze every complaint and decide how an investigation should proceed. Usually, the complaint goes to the echelon two command with a copy to the third echelon command unless it is the third echelon that is directly charged. Sometimes, a local command is directed to conduct the investigation.

Or, the Naval Investigative Service will go to work on the case. These same four people also deal with congressional inquiries and private citizen complaints, all of which are analyzed.

Some of the direct calls to the IG investigations office are of a pestering na-

ture. But none are discounted if a potential problem is revealed. One call, which at first seemed like a minor complaint, resulted in an investigation that proved extensive falsification of an SF 171, the standard civilian job application form.

Even though the investigations don't always prove fraud, waste or mismanagement, Carroll agrees that the program is worthwhile.

"It's working. We can see the results. Despite what the newspapers sometimes

---

## Examples of Criminal Activities Investigated by NIS

- Theft of government property.
  - Embezzlement of government funds.
  - An offer to bribe.
  - Making a false official statement.
  - Submitting false travel claims.
  - Accepting kickbacks from contractors.
  - Accepting gratuities.
  - Misuse of public funds.
  - Fraudulent/illegal contracting procedures for personal gain.
  - Misuse of government equipment or materials.
-



print, the Navy is doing a good job in uncovering abuses. Too often, statements are taken out of context and are blown out of proportion.

"Navy management is uncovering wrongdoing and correcting it, but the Navy doesn't get full credit. In many cases, we initiate the action and we catch the offenders, and then we're criticized for the offense. What isn't fully recognized is the total effort by commands to solve the problems."

Carroll pointed out that in the last fiscal year, Navy command internal review organizations completed more than 11,400 reviews with potential monetary benefits totaling nearly \$9.2 million. Navy military exchange audits resulted in nearly \$1.4 million in monetary benefits, largely in future cost avoidance. Naval Investigative Service at command request completed 3,764 fraud and 9,486 larceny investigations, which resulted in actual or potential savings to the government of nearly \$8.1 million. Management implementation of Naval Audit Service recommendations has also brought positive results. For fiscal year 1982, the Naval Inspector General validated \$4.1 million in NavAudSvc collections/savings and \$12.4 million in cost avoidance.

Also, there are day-to-day contract management efforts by the Chief of Naval

Material. One recent example is the contract negotiations with Pratt and Whitney for F-14, A-6E and EA-6B aircraft engines. As a result of management's efforts, there was a 6-percent average drop in engine prices over those obtained in the previous year. Extended warranty periods for the F-14 engine were also included at no extra cost to Navy.

Carroll emphasized that the hotline program provides an alternate channel for people to express their view of problems within the Navy. "This may not be a bad thing," he said. "We're showing that complaints will be investigated. And even though we don't always find evidence of wrongdoing or waste, it builds confidence in the system. It shows we care what people think."

The hotline program has revealed another old problem: the tremendous negative impact of the careless statement. Poor communication and careless speaking lead to misunderstandings. Better communication can often prevent problems. An example is the investigation that resulted from a pilot seeking permission to land and park his Navy airplane at a joint use (military and civilian) airfield for a weekend. The purpose of the visit was stated as "to visit my parents." The flight to and from that particular field was a cross-country training flight properly authorized and sched-

uled for legitimate training purposes. If properly stated, no eyebrows would have been raised, no hotline calls would have been made, and no embarrassment to the command or individual would have occurred.

The remark, however, was reported as "evidence" of gross waste and misuse of government funds, and an investigation was initiated. This points up that many people don't understand the underlying reasons for many actions, and the newspapers, in reporting a "story," don't give an explanation either. This can lead to a general misunderstanding on the part of the public.

Therefore, what a person sometimes says and how it is said can be misinterpreted. So, in addition to the responsibility we all have for reporting instances of fraud, waste or mismanagement, we all have a responsibility to present information in the proper context.

More than that, all of us, military and civilians, need to ask ourselves, as Chief of Naval Operations Admiral James D. Watkins said, "Have we really measured ourselves as just stewards of public funds?"

If not, we need to do something about it.

—JED

—Photos by JO2 Russell Coons

## Examples of Results

Since March 1980, Naval Shipyard Charleston, S.C., has identified nearly \$1.4 million saved as a result of an active program to combat fraud, waste and mismanagement. Major areas of savings include a \$275,000 reduction in ServMart purchases as a result of improved internal controls and approximately \$70,000 recoupment from travel. One hundred thousand dollars was saved through improved General Services Administration motor vehicle and GSA contract rental vehicle use practices, and recovery of \$94,000 in new or mandatory repairable items improperly disposed of since March 1982.

The program to eliminate fraud, waste and mismanagement at the Naval Ord-

nance Station, Indian Head, Md., was established early in 1981. The main emphasis was on auditing travel claims at that time. Later, the station established an analysis and control group and hired a permanent criminal investigator to develop and implement a dynamic program to combat fraud, waste and mismanagement. Today, the analysis and control group handles the employee awareness program, develops instructions and procedures to prevent fraud, waste and mismanagement, and investigates or assigns responsibility for investigating station hotline calls. The group soon will be able to analyze data using a minicomputer to detect instances of fraud, waste and mismanagement.

The hotline at the Naval Ordnance Station receives an average of 110 calls per year. Approximately 62 percent are valid instances of improprieties or wasteful practices.

One of the features of the program at Indian Head is employee awareness with a continuing slogan contest carrying a cash award for the best monthly slogan. Instances of fraud, waste and mismanagement are publicized as a deterrent to continuing such illegal practices.

In 1982, the Naval Ordnance Station, Indian Head, Md., saved more than \$100,000 as a result of its aggressive campaign against fraud, waste and mismanagement.



# 'Our People are the Most Important Asset'

## Interview with Rear Adm. David L. Harlow

From the offices in the Navy Annex in Arlington, Va., the careers of Navy men and women throughout the world are guided and developed. The command responsible for this guidance, as well as all other personnel programs, is the Naval Military Personnel Command. A monumental task in itself, the command's job has become even more difficult because of budget constraints this fiscal year.

Personnel and budget planners were hard pressed when retention went even higher than predicted, when fewer people than anticipated requested retirement, transfer to the Fleet Reserve, and release from active duty, and when recruiting numbers swelled to near their year-end goals by midfiscal year. The result is a force that is more senior, more experienced and more costly as well. Added to these internal factors were additional personnel budget constraints levied by Congress.

The dilemma for the Navy was how to cut personnel costs without doing serious damage to much-needed retention improvements seen in the Navy over the last three years. To stretch the military personnel budget so it would meet all the



expenses generated during the year, advancements and promotions had to be adjusted, general detail sailors in the Navy were reduced, and voluntary extensions at current duty stations were requested. At the helm of NMPC during all this activity was Rear Admiral David L. Harlow. He

and his staff have borne the brunt of sailors' questions and frustrations growing out of the financially lean year.

### Advancements and Extensions

An element of stability is returning to Navy personnel management, although congressional decisions on the FY 84 budget will certainly have an effect. However, Admiral Harlow foresees no additional advancement slowdowns or mandatory tour extensions ahead.

"Advancement slowdowns and tour extensions are not going to become the norm. They were a necessary adjustment for the '83 budget problems," said the admiral. "We're getting better at managing our personnel budget and predicting personnel trends.

"If you think about it, we have been executing an account that was prepared back in 1980. That was a time when the planners were hoping for improved retention but not programming for the impressive rates we have realized. They counted on the Navy's growth from accessions—less expensive people. Looking over our shoulder at the '83 problems, we see that

next year will again be tight, but not nearly as difficult as what we have just been through."

## 600-ship Navy

Nevertheless, personnel and fiscal plans for the future continue to require improved forecasting as the Navy expands to 600 ships. Even with letter-perfect predictions about how many people will retire or resign and how many will stay for 30-year careers, this expansion of the force makes the job of long-range planning more difficult. The hard part is coming up with a model that will determine the right mix of people—determining how many recruits the Navy needs today to have the right number of senior petty officers in the future.

As the 1990s approach, the Navy's rebuilding and modernization program continues to move toward its goals. Sailors to man the new wave of ships are being recruited today, and the admiral sees a Navy that is growing at the right speed in the right places.

"Our ability to man these new ships is based on retention as well as recruitment. We have programmed ourselves toward that goal, and I am confident we'll be there when all these ships come on line.

"One of the toughest problems we faced was matching the numbers of skilled petty officers on board to requirements. However, retention has significantly improved that. Right now, if we look at a few specific critical technical ratings, the picture is still not good. But that's not the situation across the board. And that's where we'll focus our attention to ensure that we have those critical technical ratings manned at all paygrades," the admiral said.

"If we maintain pay comparability and keep our special pays, like sea duty pay, and if we stay on track with our quality-of-life programs, we'll have the necessary skilled petty officers for our changing and technologically complex Navy."

## 100-percent Manning

Right now, the Navy is in fairly good shape in the area of personnel manning. Even with recent manning improvements, many sailors wonder why their ships aren't manned at 100 percent. Where is that

missing seaman, that first class petty officer?

Although many ships today are not manned to full-billet capacity, none are at a level where they cannot meet operational requirements. In fact, today's manning levels in the fleet are in the mid- to high-90-percent range.

"We have to keep in mind that we're a peacetime Navy. Although manning the fleet is our top priority, we must balance fleet manning with support manning. We're keeping our ships manned near the 95-percent level. That isn't perfect, and we're always working to improve it. Realistically, we won't see 100-percent manning at sea or ashore with a peacetime Navy. We're very proud of the fact that we've been able to get all our ships up to a level where they can meet operational requirements. That's a very different picture from the one we saw a few years ago when we had ships that couldn't get under way because of a shortage of people."

## Detailing

Keeping manning at adequate levels is one part of the detailing equation, and career development is the other. The growth of the Navy's high-tech professionals is the primary responsibility of a core of veteran-sailors called detailers. They are men

and women who act as personal representatives for the Navy and the individual, helping to mold sailors' careers through the right variety of assignments. These detailers are at the forefront in executing Navy personnel policy that directly affects a sailor's career.

"Detailers listen to complaints and tell sailors what is going on in the Navy concerning distribution issues," said Admiral Harlow. "In doing so, they have a tremendous effect on morale."

The impact for most people is positive. But all too often, only one side of stories dealing with the complex detailing process is heard when a sailor does not get an assignment he wants. Many of these are "sea stories" of a sort that have tarnished NMPC's image unfairly.

"The detailers are sailors with ship-board experience and solid service reputations," said Admiral Harlow. "We have tremendous quality here. We have to! Their decisions affect Navy readiness, the future of every sailor and the lives of their families.

"The detailing philosophy is that we have to meet the needs of the Navy. We have what we call the triad of detailing—the needs of the service, the desires of the individual and the needs of the individual for career growth. To that combination, I've added compassion. I have explained





to all the detailers that I expect them to deal with individuals compassionately. People with special problems or needs should let us know about them *before* we issue a set of orders.

"The important thing here is communication with your detailer," the admiral added. "We can't take special needs into account if we don't know about them. And those sailors who feel they are not being understood or dealt with fairly should use the chain of command with a final alternative being a request for a flag review of their cases. We are not so rigid in our practices that we can't flex when the need arises."

Admiral Harlow added, "The detailers are here to help sailors get a broad range of career experiences in order to become more competitive for advancement, especially at the chief petty officer level. A detailer's job is a tough one, but we have the best the Navy has to offer."

### Quality of Life

While most people associate orders and promotions with NMPC, they don't think of this command when they check into unaccompanied housing, use of child-care

*NMPC is located at the Navy Annex in Arlington, Va., less than a mile from the Pentagon. Photo by JO2 William Berry.*



## THIS IS THE JOB:

CLASP • BOOST • STAR • CREO • SRB • NAVAL HOME • SHIFT COLORS • RETIRED GUIDE FOR NAVAL PERSONNEL AND THEIR FAMILIES • PERSPECTIVE • UNIFORM BOARD • RAPIDS • SDS • NODAC • OVERSEAS TRANSFER INFORMATION SERVICE • PERSONNEL STATISTICS • NAVY PASSENGER TRANSPORTATION • IN-SERVICE PROCUREMENT • "A" SCHOOL CONTROL • PERSONAL AFFAIRS • FAMILY PROGRAMS • SUBSTANCE ABUSE • MPN ACCOUNT • NAVAL RESERVE PERSONNEL MANAGEMENT • NAVAL RESERVE PROMOTIONS • MOTION PICTURE SERVICES • NAVY BAND • ALCOHOL REHAB CENTERS • DRUG REHAB CENTERS • NAVY SPECIAL SERVICES • NAVY MUSIC PROGRAM • PHYSICAL FITNESS/WEIGHT CONTROL • PERSONNEL SECURITY CLEARANCE • PERSONNEL PLANNING • RETENTION • DETAILING • PROMOTIONS • ADVANCEMENTS • ENLISTED EVALUATIONS • OFFICER FITNESS REPORTS • FLEET MANNING • UEPHS • UOPHS • CHILD-CARE CENTERS • HOBBY SHOPS • CLUBS AND MESSES • DEPENDENT SCHOLARSHIPS • RECREATIONAL FACILITIES • BASE THEATERS • ON-BASE CLASSES • FAMILY SERVICE CENTERS • VOTING ASSISTANCE • DRUG AND ALCOHOL ABUSE, PREVENTION AND REHABILITATION • LMET • CASUALTY ASSISTANCE • HUMAN RESOURCE MANAGEMENT • HEALTH AND PHYSICAL READINESS • CAREER DEVELOPMENT • RETIREMENT • SERVICE RECORDS • BRIGS • CCUS • QUALITY OF LIFE • WELFARE AND RECREATION • PASS SYSTEM • SEPARATION • AUGMENTATION • RESIGNATION • INTER-SERVICE TRANSFERS • RECALL • TEMAC • HUMANITARIAN REASSIGNMENT • DISCHARGES • EXTENSIONS • RE-ENLISTMENTS • LINK • SELECTION BOARDS • COMMAND SCREEN BOARD • SEA/SHORE ROTATION • PCS • NEC • NOBS • NAVET • PRIDE.

facility, visit the auto hobby shop or base gym, stop off for lunch at the club, take an aerobics class or help their child apply for a dependent scholarship. These programs and more are also part of NMPC's mission, and Admiral Harlow is justifiably proud of the outstanding results achieved in these areas.

"We manage an overwhelming number of programs here that are designed to enhance the quality of life in the Navy. Most people don't know that we're connected to these programs," the admiral said.

"Morale, welfare and recreation activities, including clubs and messes, recreation facilities, hobby shops, theaters, on-base classes and many more are all funded and managed by NMPC. We also have programs designed especially for Navy people and their families—dependent scholarships, child care, family service

centers, the Overseas Transfer Information Service to give people information on upcoming overseas assignments, and benefit entitlements for families of deceased members. These are all part of our quality-of-life emphasis," Admiral Harlow added.

NMPC is also responsible for managing a host of other "people" programs, such as voting assistance, drug and alcohol rehabilitation, LMET, housing for unaccompanied enlisted personnel, casualty assistance, human resources management, and health and physical readiness.

"Our job," concluded Admiral Harlow, "is to implement all of CNO's policies for all Navy people. He recognizes, as do we, that our people are the most important asset in the entire Navy. Without this emphasis from the highest levels of Navy leadership, there would be no need for this command to exist."

# Chief of the Boat:

It may mean "close of business" in the government, but in the submarine service COB stands for chief of the boat.

COBs have been around as long as the submarine service. Chief Gunner's Mate W.H. Reader was the Navy's first chief of the boat, according to a 1946 article in the *Sub Base Gazette*, then the newspaper of the Submarine Base New London, Conn. "He served on board USS *Holland* (SS 1) back in 1900 with the first U.S. submarine commanding officer, Lieutenant H.H. Caldwell. Back in the early days of submarines, the chief of the boat was the executive officer, in fact, if not in name, for the commanding officer was the only commissioned officer on board."

In a 1953 issue of the U.S. Naval Institute's *Proceedings* magazine, Reader recalled the silent service's beginning. "The original crew (of *Holland*) consisted of five men and one officer as captain; later an executive officer was added."

Traditionally, COBs often came from the torpedoman's mate rating. Theodore Roscoe wrote in *United States Submarine Operations in World War II*: "The senior chief petty officer on board, usually a chief torpedoman's mate, is designated the 'Chief of the Boat.'" That is largely true today—five of 10 COBs and former COBs interviewed in Groton this past spring were torpedoman's mates.

Master Chief Torpedoman's Mate (SS) Robert A. Cochran served aboard seven submarines—three of them as COB. "After the first tour, I got an idea of what the job was all about and it became easier from there," he said. Cochran was COB of USS *Tautog* (SSN 639) before his present job as administrative assistant for the submarine school's advanced training department.

A 29-year veteran, Cochran explained why so many COBs are torpedomen. "Originally," he said, "COBs were responsible principally for weapons handling, seamanship and topside appearance. Those things were traditionally

associated with the TM rating."

Fewer COBs today are torpedomen because more nuclear-trained people are filling the position, he said. Of the dozen ratings commonly found in a submarine's CPO quarters, Cochran added, only one—hospital corpsman—is ineligible to become COB. A corpsman, he said, must administratively change his rating to become chief of the boat.

"The CPO quarters in a typical attack submarine has two machinist's mates and two electronics technicians," he said, plus one chief in each of the following ratings: electrician's mate, radioman, yeoman, fire control technician, quartermaster, torpedoman's mate, hospital corpsman, mess management specialist and storekeeper. A fleet ballistic missile submarine, Cochran added, would have a chief missile technician in addition to the other ratings.

The "Atlantic Fleet Standard Submarine Organizational Manual," under a section outlining duties, responsibilities and authority, lists 20 specific items for COBs. For example, a COB is charged with helping to keep "the command aware of existing or potential situations, procedures and practices which could affect the welfare, morale, job satisfaction and utilization of enlisted personnel."

Cochran continued, "At sea the COB stands diving officer of the watch . . . also the battle stations diving officer of the watch . . . usually because he's the most experienced and the best at the job."

He added that being a chief of the boat is career enhancing.

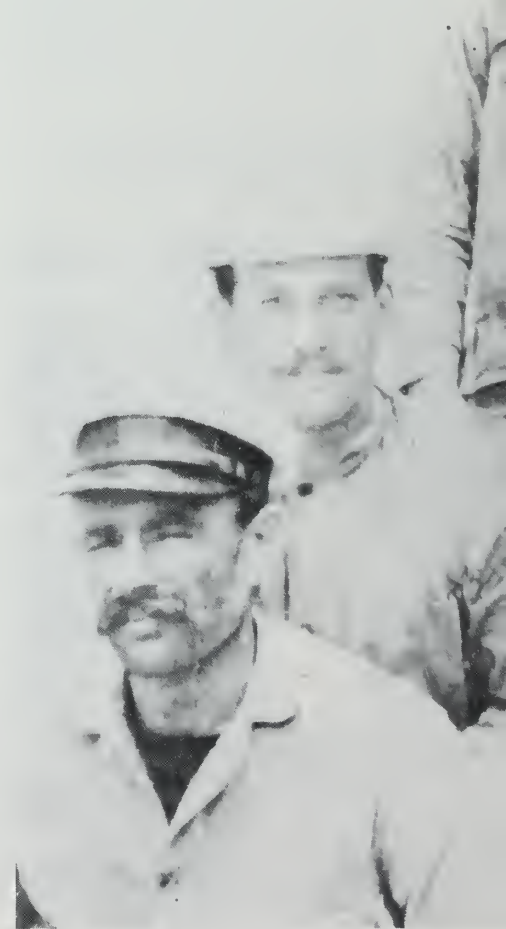
Having sat on the most recent E-8/E-9 selection board, Cochran said the records of COBs were clearly superior to those of non-COBs in the same paygrade and rating.

Most COBs today are master chiefs, because higher submarine and sea pay make duty at sea more attractive and because more people are staying in the Navy past 20 years.

One former COB, who no longer draws

submarine or sea pay, has served almost long enough to retire twice—and still isn't ready to hang up his multihash marked uniform.

Master Chief Electronics Technician (SS) Ray R. Kuhn regrets he can't return to sea and be a COB again because of a hearing loss. "For my money, that's the best job in the Navy for an enlisted man."





# Catalyst for the Crew

Kuhn, now 66, joined the Navy in 1944. He served aboard seven submarines—four of them as COB—since getting into the silent service in 1947. He now serves as mentor to many COBs and other chief petty officers in Groton.

Listing a COB's responsibilities, Kuhn said, "He's the guy that's in the middle of everything. The COB advises the com-

manding officer on enlisted problems. He's the guy that divies up the work and sees that it gets done.

"He supports the captain in morale matters. He handles visitors riding the boat. He trains the topside gang when the boat is surfaced. . . ."

When Kuhn became a master chief petty officer in 1968, one of today's COBs was

barely beginning his naval career.

At 34, Master Chief Electronics Technician (SS) Patrick D. James, of USS *Philadelphia* (SSN 690), is among the younger COBs.

James, with 15 years in the Navy, spent a third of that time aboard *Philadelphia*—the last two years as COB. Before becoming COB, he was in charge of his boat's electronics technicians and data systems technicians.

Among his responsibilities as COB, James lists "information seeking" for *Philadelphia* at shore activities. Responsibilities to his enlisted shipmates also include coordinating all types of training, organizing them and maintaining their professionalism and morale. He keeps them informed of uniform changes, arranges billeting ashore and aboard, maintains their watch bill and ensures plans of the day and week are published.

To be a COB, James said, "You've got to like working with people."

James said the COB selection process starts with the CO's recommendation, which goes to the Naval Military Personnel Command via the squadron commander. Nominees are interviewed by COBs, the squadron command master chief and a senior officer.

He said his relationship with his fellow chiefs didn't change when he became COB and that the job rotates among them during his absence. Summing up, James said, "It's definitely a challenge. You're not locked into a set, day-to-day routine."

According to Master Chief Torpedoman's Mate (SS) D.H. Padgett, blue crew



GMC W.H. Reader, bottom left, was the submarine service's first COB. MMC B. Borvic is at right. Middle row (l-r): GM2 C. Gunther, Lt. H.H. Caldwell, CO of USS *Holland* (SS 1) and GM2 A. Callahan. Back row (l-r): GM1 H. Wayhap, GM1 O. Swanson, Gunner (CWO) O. Hill and EM2 W. Hall. Hill, Hall and Gunther were under instruction and weren't *Holland* crew members.



# Chief of the Boat

COB of USS *Florida* (SSBN 728), “tough skin” is an essential quality for a COB. “You have to be willing to get out of your rating and into the people business,” he added.

A former COB, Master Chief Torpedoman’s Mate (SS) J.E. Chappell, said, “You need to have broad shoulders. You can’t be afraid to take things on.”

Chappell, assistant security officer at Groton, added, “You’ve got to be able to turn your collar around. A little religion doesn’t hurt.”

Master Chief Machinist’s Mate (SS) Mike Dobrolet, COB of USS *Whale* (SSN 638), said, “You’ve got to be a good listener, to listen to what everyone has to say. Your main job is to take care of your people.”

The toughest part of the job, he said, is keeping a perspective on the seriousness of problems, because “A sailor’s problem may seem insignificant to the COB but shattering to him.”

*ETCM (SS) Patrick D. James, COB of USS Philadelphia (SSN 690) with model of sub’s class. TCM (SS) J.E. Chappell, left, and TCM D.H. Padgett among tools of their trade.*



What do chiefs of the boat like most about the job?

“You’re a catalyst for the crew . . . being able to serve the crew,” Chappell answered.

James said, “When sailors can’t get satisfaction from other people the standard comment is, ‘I’ll go see the COB.’ ”

Padgett enjoys “being able to get jobs

done that other people can’t or don’t know how to solve.”

Where do COBs go when they have problems?

Padgett talks to the command master chief at the next level.

James said, “Sometimes, when you get to the saturation point, you go on leave.”

Chappell said he often went to his fel-





low chiefs on his boat or to the wardroom.

Dobrolet answered, depending upon whether the problem is his or someone else's, he goes to the squadron command master chief or to his commanding officer or executive officer.

COBs in Submarine Group Two also consult each other about problems at weekly meetings when in port, Padgett added.

Asked whether there was a letdown after leaving the job of chief of the boat, Padgett responded, "Yes, going from being in charge of 112 people to yourself."

Chappell said when he went to another ship which already had a chief of the boat after his own COB tour, he had to "shift down because of a tendency to overstep your bounds." But, he added, "You can take a lot of weight off the COB's shoulders."

Chappell said there isn't any special training to prepare someone to be a chief of the boat. "When they start hanging those stars on you, it comes with the territory."

James said NMPC has a big demand for people wanting to earn the COB Navy enlisted classification code—9579. Most COBs are detailed to their jobs directly by NMPC, while some get the job through a request to NMPC by their commanding officers.

Lieutenant Commander Thomas H. Etter, *Philadelphia's* executive officer, said, "Quite frankly, a submarine couldn't run



without a COB. The better the COB, the better the submarine. He keeps all of us out of trouble.

"I don't have to get involved in a lot of things because he takes care of them. He's got a piece of the pie of just about everything that deals with people."

In *Philadelphia's* case, Etter added, much of the COB's interaction is with the CO, XO and department heads, enabling the COB (James) to provide overall coordination between departments and divisions—just like in the manual.

"One of the most important jobs of an executive officer is to back up the commanding officer. I see the COB in the same role with the XO," Etter added.

Master Chief Quartermaster (SS) Ray J. Pollick was COB aboard *USS Lafayette* (SSBN 616) for about 30 months. "It's really satisfying to take these young men and see them become responsible people. To take the crew and meet whatever commitment or assignment."

As COB, Pollick added, "You get an input on everything."

Of his 20 years in the Navy, nine were in *USS George C. Marshall* (SSBN 654), reporting as an E-4 and leaving as an E-7.

"The submarine service has led the way in appearance, pride and professionalism, the whole ball of wax," Pollick said.

"There was no excitement for me to come

*Above: TMCM (SS) Bud Atkins, left, and TMCM (SS) Barry Russack, COBs of the submarines Alabama (SSBN 731) and USS Kamehameha (SSBN 642), respectively. Below: TMCM (SS) Robert A. Cochran served as COB aboard three submarines.*

to shore duty. COB is a fun job. Once you get the confidence of the chiefs' quarters and the crew, there's no doubt they'll work for you."

As a COB, Pollick said, "Some of the guys just want to use you as a sounding board" after using the chain of command.

"You can't insulate yourself. You can't just sit up in the chiefs' quarters. If you don't talk with the members of the crew, you're not going to know what's going on, no way in hell."

He feels strongly that more chiefs who have what it takes to be a COB—but don't want the responsibility—should change their minds or take the consequences.

"People who are offered the job of COB and turn it down should have the refusal entered in their records," he said.

He likes his current job as master chief of the submarine school's enlisted basic training department, because he can help ensure when a boat gets a sub school graduate "that command has a responsible individual. We're not looking so much for the guy that's four-O as the guy you can count on."

Master Chief Torpedomen's Mates (SS)





# Chief of the Boat

Barry Russack and Bud Atkins are COBs of “boomers”—fleet ballistic missile submarines—and also have years of friendship in common.

Russack, blue crew COB of USS *Kamehameha* (SSBN 642), said he enjoys having the power to solve a problem.

“You’ve been through 20-odd years in the Navy. Finally you’re in the position to do something about it. Above all, I like to be a helping person and that’s what a COB is.”

Atkins, former COB of *Kamehameha*’s gold crew and now in the same role with the pre-commissioning crew of *Alabama* (SSBN 731), said he likes “molding the crew together. Taking these young people and teaching them how to be sailors.”

Atkins, ex-blue crew COB of USS *Michigan* (SSBN 727), said, “When I came into the Navy, all I ever wanted to be was the COB.”

Russack added, “It’s the pinnacle of your profession for a submarine sailor. The people you find in this job want to be in the job or they don’t last long. We cause things to happen through communications.”

Aboard *Kamehameha*, Russack said, there are people with expertise in legal, real estate, automotive and home maintenance matters available to shipmates and their wives. While his boat is in port, Russack said, he sees an average of four wives a week—counseling them on personal finances and other matters.

With the dual crew concept on FBM submarines, Atkins said, while the blue crew is deployed, for example, the gold crew helps the blue crew’s families.

“Just about every FBM has that. Taking care of crew members and their families saves a lot of money they’d otherwise spend for outside help,” Russack added.

Atkins also said a COB’s wife is often the submarine’s ombudsman or is otherwise involved. “For example, my wife runs the phone tree.”

“The COB’s wife has seen the problems, she’s been there before,” Russack added. “I’m deploying next week and my wife’s already got her first call from another wife saying she can’t attend a coffee. Pat’s answer to that is, ‘You can either cry by yourself or come and cry with friends.’”

Yeoman First Class (SS) Bryan Plourde, of the Submarine Group Two staff, worked “more or less directly” with three COBs during five years aboard USS *Nathanael Greene* (SSBN 636). Plourde has positive memories of one COB.

“He was a machinist’s mate. Any time you had a problem you could talk to him about anything. If he thought the crew was getting a raw deal on something, he wasn’t

## Father and Son – Parallel Careers

Many of his fellow master chief petty officers affectionately call him “Pappy”—with good reason.

Master Chief Electronics Technician (SS) Ray R. Kuhn, 66, is a friendly man who’s old enough to be the father of many master chiefs at the Submarine Base at Groton, Conn. And, in fact, he is the father of a master chief, Ray Jr., a machinist’s mate stationed on the West Coast.

The senior Kuhn, command master chief of the submarine school in Groton, wears 11 Good Conduct Medals and has 39 years of active duty to his credit.

A native of Manchester, N.H., Kuhn joined the Navy in September 1944 after working in a foundry at the Portsmouth Naval Shipyard in his home state. Kuhn was drawn to the Navy during four years as a civil servant in the shipyard where submarines and other ships were built and repaired during World War II.

Although Kuhn was 27 years old and the father of two children when he enlisted, he said he was first drawn to the Navy when a sailor who addressed his Boy Scout troop favorably impressed him.

Kuhn worked as a refrigeration mechanic on Saipan during the end of World War II and saw no action. He said a typical work day was from 7 a.m. to 10 p.m. “Parts were hard to get and when you couldn’t get them you had to make them.”

The master chief said he became a plank owner of the carrier USS *Valley Forge* (CV 45) in 1946. Kuhn said he wanted to serve

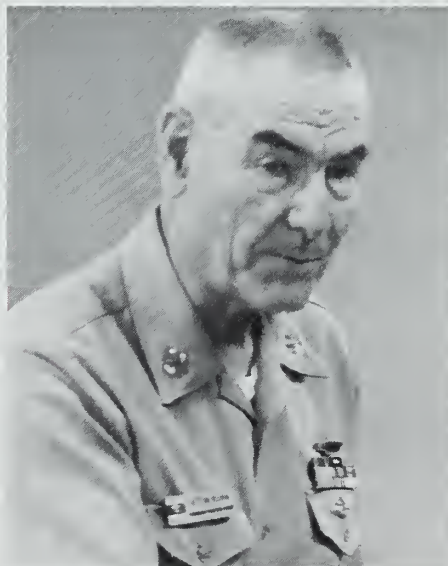
on submarines from the first but didn’t get a chance until 1947.

A second class machinist’s mate at the time, Kuhn said he was assigned to the diesel submarine USS *Cabazon* (SS 334) four months after solving the ship’s refrigeration problems. “I knew every bolt, pipe and wire on that ship,” he said proudly.

Kuhn got a previous set of orders to Naval Air Station North Island in San Diego changed in order to get his start in submarines. He served aboard *Cabazon* for two years and was aboard USS *Caiman* (SS 323), his second ship, six years. In all his years in the Navy, Kuhn said he served 17 of them in subs.

He also served aboard USS *Chivo* (SS 341) and USS *Dogfish* (SS 350). Kuhn served as chief of the boat for the first time in *Dogfish*. He also was COB during tours aboard the fast attack submarines USS *Sargo* (SSN 583) and USS *Bergall* (SSN 667), plus the fleet ballistic missile submarine USS *George Washington Carver* (SSBN 656).

While he was a first class petty officer,





afraid to tell the XO or the captain."

Yeoman Second Class (SS) Bradley Cox, also of the SubGru Two staff, served aboard two boats for four of his six years of active duty.

"I've always had good COBs. They're good because they're the link to the CO and the XO. They're someone you can really go to if you have a problem.

"If I did have a problem—other than my leading petty officer—he's the guy I'd go to. I think they're real important in a command. Officers and enlisted men are separated enough. The COB is somewhere in between."

Commander J.L. Foote, a staff officer and former enlisted submariner, served aboard four boats.

"I think COBs are essential," he said. "From the top looking down—for the command—you could use the words 'trusted adviser' to describe a COB. As a

junior officer, the COB can help you in many ways."

Foote, whose last tour aboard a submarine was as a department head, said, "I can remember often going to the COB and getting opinions about somebody. You don't realize what an influence he has on the enlisted men, on the officers and on the command, until you get aboard ship."

The commander said when the command master chief program began, "The rest of the Navy just got in step with the submarine service," which used COBs in the same capacity for years.

Of the COBs and command master chiefs in Groton, Master Chief Fire Control Technician (SS) P.J. Melher fills the senior enlisted billet in the area.

A 22-year veteran, Melher served on five submarines and was COB of one—USS *Dallas* (SSN 700)—before becoming command master chief of Commander,

Submarine Development Squadron 12, his last job. At the squadron level, Melher was mentor to six COBs. Currently, he technically advises COBs from 25 submarines, three squadron command master chiefs, plus 19 command master chiefs of area activities.

He fondly recalls his days as COB aboard *Dallas*. "That was my goal from the day I made chief. It was the most rewarding job I've had. You get satisfaction from helping the guys."

Master Chief Radioman (SS) Jon R. Sutton holds the senior enlisted submariner's job on the East Coast. Sutton, who's been the SubLant force master chief for a year, is a former blue crew COB of USS *Francis Scott Key* (SSBN 657).

Between his COB tour and his current position, Sutton served as command master chief of Submarine Group Six in Charleston, S.C. "As COB," he said, "you're responsible to each crew member. Basically, the COB runs the boat through the chiefs' quarters" and is responsible "for the overall smooth running of the boat."

A 25-year veteran, Sutton served aboard five boats. As a COB, he said, "no two days are the same. It keeps you interested and on your toes."

In comparing his job as COB to his following tours at SubRon Six and SubLant, Sutton said, "There's a larger volume of problems as you go up, but I've always been fortunate in having good bosses—good admirals and good commanding officers."

By virtue of his position, Master Chief Electronics Technician (SS) Jack Farris may be the best known COB in the Navy—to other COBs that is.

Farris, who was COB in USS *Puffer* (SSN 652), is detailer for the 602 people with the 9579 NEC. "I have many more candidates than I have billets," he said. As of June, Farris said, there were about 180 COB billets, including new construction.

"The normal tour is 36 months, with a minimum of 24 months," said Farris. He added that not a single submarine on the West Coast would have a COB position opening up for a six-month period.

—By CWO Merle F. Jacobsen

Kuhn changed his rating twice—first to engineman and then to electronics technician. He hasn't had a promotion in 15 years, having become a master chief petty officer in 1968. He became a senior chief petty officer in 1964. Kuhn was advanced to CPO—then the Navy's top enlisted grade—in 1956 while serving aboard *Chivo*.

His son donned the two stars of a master chief in 1978, 10 years after his father. A continent apart now, the Kuhns served in the same command once and in the same area on other occasions.

Their first time together was early in Ray Jr.'s career when he received *Enterprise* nuclear prototype training in Arco, Idaho, while his father was an instructor there for the *Nautilus* nuclear prototype course. They were aboard different submarines out of Pearl Harbor, Hawaii, for three years and also became plank owners of *George Washington Carver*. Ray Jr. made chief aboard that submarine where his father was COB. When Ray Jr. went through CPO initiation, his dad was the judge.

The elder Kuhn also has four daughters—three of them married—and 13 grandchildren.

A 40-plus-year man, the elder Kuhn said

his son plans to retire in 1985—ahead of his dad. ETCM Kuhn said he may go to college when he retires, but that he will probably do a lot of skeet shooting, fishing and golfing also.

Although no longer physically qualified for submarine duty, Ray Sr. said shore duty jobs don't have the satisfaction a COB's job gives. Since leaving *Bergall* as COB in 1976, he has served ashore in New London.

"All tours are good and the thing that makes them good is the people," Kuhn said. "Knowing your people is the key to the whole problem."

Ray Jr., command master chief of the Spokane, Wash., Naval and Marine Corps Reserve Center, served aboard five submarines since enlisting in November 1958.

The younger Kuhn also was the top enlisted man at his last command—USS *Shark* (SSN 591)—where he was the COB. Following in his father's footsteps—joining the Navy, choosing submarine service, becoming a master chief and a COB—isn't something he necessarily set out to accomplish.

"It just was a natural thing to do," he said. "Once I was in, I never considered anything else."

## Recruits Undergo Experimental Weight Training

By PH2 Jesus Diaz, FltAvComPac



Remember the sounds of boot camp? The firm voice of your company commander giving instructions? Barked orders? Cadence? The rhythmic beat of heels digging into the asphalt? Now add a new sound: the clang of weights.

A special group of Navy recruits is undergoing experimental multistation weight training at Recruit Training Command San Diego. The training, called SPARTEN (Scientific Program of Aerobic and Resistance Training Exercise in the Navy), is the Navy's answer to a DoD directive ordering the military services to develop physical training programs to meet the specific requirements of their people.

Lieutenant Ed Marcinik, an exercise physiologist at the Naval Health Research Center, San Diego, developed the Navy's program following a shipboard study. The 15 exercises in the experimental training include bench presses, pull-ups, two-arm curls, knee extensions, arm dips, hand-grips and sit-ups.

"The objective is to build strength and increase performance—not body building," said Marcinik. "Since it's so fast-paced, the heart rate is elevated, improving stamina and aerobic fitness."

The SPARTEN company recruits and standard company recruits were compared before and after the eight-week training period. The SPARTEN company's most





significant improvement was in upper-body strength—a 13-percent increase compared to no increase in the standard company.

The SPARTEN recruits think the program has really helped them. "I had been weight lifting for two years before joining the Navy," said Seaman Recruit Carlos Cirvillo, "but SPARTEN is better than anything I've done before. The Universal gym works every part of the body, and I've seen great improvement in my physical fitness."

Chief Hull Maintenance Technician Wayne Tart, SPARTEN company commander, agrees. "I really like the SPARTEN program. The morale among the re-

cruits is great. Normally a couple of recruits get dropped because of injuries, but, this time, we didn't have any injuries."

Marcinik hopes the SPARTEN program will expand throughout the Navy. If the program is approved, every recruit company at RTC San Diego, and possibly RTC Orlando, will have a weight-training device in their barracks. Marcinik is now

taking his program to the fleet by visiting ships with exercise facilities in an attempt to educate sailors in the SPARTEN method of weight training.

*Recruits in the SPARTEN company work out with the Universal gym. To save time, the weight-training device is located in their barracks rather than in the gym.*



# Journey to Key West

By PH1 Harold Gerwien, FltAVComPac

On board the Long Beach, Calif.-based tank landing ship, USS *Racine* (LST 1191), most of the crew were topside, standing by the rails. But the sailors weren't there just to enjoy the tropical night air—they were witnessing the ship's transit through the Panama Canal.

Along with *Racine* were two of the Navy's newest patrol combatant missile (hydrofoil) ships, USS *Hercules* (PHM 2) and USS *Gemini* (PHM 6), which had begun the journey last spring from the Puget Sound Naval Shipyard at Bremerton, Wash. Both PHMs were moving to their new home port at Key West, Fla., and *Racine* was their escort.

The cruise took the ships down the Pacific coast of the United States and Mexico, with port calls in San Francisco and San Diego, and Acapulco, Mexico. At the Pacific side of the canal, *Hercules* and *Gemini* entered the lock ahead of *Racine*. The locks raise a ship 85 feet above sea level to man-made Gatun Lake. When they cross the continental divide, the ships pass through another series of locks which lower them back to sea level.

Then came *Racine's* turn. Six electric mules (locomotives), three on each side,

attached cables to *Racine* and moved the ship into the 1,000-foot-long, 110-foot-wide lock. The large gates closed behind the LST, and water poured into the lock, slowly raising *Racine*. Through the canal's six locks, three raising and three lowering, a total of 52 million gallons of

water was used to move *Racine*. This same amount of water could serve a city with a population of 350,000 for an entire day.

In 1914 when the canal was completed, there were no ships as big as *Racine*, but engineers planned for the future. Now, almost 70 years later, ships much bigger







*Opposite Page: USS Racine (LST 1191), USS Gemini (PHM 6) and USS Hercules (PHM 2) prepare to get under way. Left: A wave breaks over Racine's bow during a storm at sea. Below: The LM-2500 gas turbine engine pushes up to 90,000 gallons of water a minute from the ship's stern. Bottom: The three ships outlined against the hotels of Acapulco.*





# Port Change

than *Racine* are easily accommodated in the locks. Canal records show that a U.S. aircraft carrier moved through the locks with only a 7-inch clearance on each side!

In a day, *Racine*, *Gemini* and *Hercules* were in the Atlantic Ocean, and in three days the PHMs arrived at Key West, and *Racine*'s mission as escort came to an end.

"*Racine* was tasked as escort for the PHMs three months before the cruise," said Captain Eugene Bailey, the ship's commanding officer. "The crew worked feverishly preparing for the transit. As escort, we were responsible for their fuel, pay, mail, food, medical assistance and ships services."

A Naval Reserve Force ship, *Racine* is employed in training reservists on their duty weekends and during the two week active duty period required annually of all drilling reservists. Sixty percent of *Racine*'s crew is made up of active duty sail-



ors with the remaining 40 percent made up of reservists.

The landing of tanks and heavy equipment on a hostile beach during an amphibious operation is *Racine*'s primary mission. But *Racine* and crew served several other functions for this trip. Their mission was to offer support to the PHMs and provide space for 16 personnel and

four support vans from Mobile Logistics Support Group.

"MLSG was created to supply full support to the PHMs," said Interior Communications Electrician First Class John Hartley. "We could be compared to a Shore Intermediate Maintenance Activity, only we are fully mobile, and with our self-contained vans, we can go wherever the

Upper right: Calm water and bright lights greet the ships as they approach a set of locks of the Panama Canal. Below: Capt. Eugene Bailey, *Racine*'s commanding officer, shouts orders to personnel below.





PHMs might be operating.”

Most of the sailors seemed to have more than a casual interest in the canal and its history. The French had begun construction on the canal in 1880, but after six years and 20,000 or more deaths due to malaria and yellow fever, they gave up. Eventually a cure for malaria was found, and over a 34-year period, the canal was finally finished.

The calm Panama night the sailors were experiencing was a great contrast to the weather they dealt with when they first left Bremerton. Shortly after entering the Pacific, 40- to 50-knot gusts had created 15- and 20-foot seas.

“I guess you could call it our baptism,” said Gas Turbine Systems Technician Second Class Dennis Ammerman of *Gemini*. “We learned a lot in the first few days of the storm, especially when it came time for underway replenishment with *Racine*.

On our first refueling, only seven out of the 21 members of the crew were not directly involved in handling lines.”

“It seems that for the UnReps all we did was pull lines. We’re strong enough to be a winning Navy tug-of-war team,”

said Gas Turbine Systems Technician Second Class Steve Miller of *Gemini*.

“I always wanted to be in a small command,” said Mess Management Specialist First Class Marty Hruz. “We’re so small that everyone on board has at least three



Right: At anchor in Acapulco harbor. Below: Hercules crew members handle lines during underway replenishment with *Racine*. Lower right: GS2 Steve Miller monitors *Gemini*'s operation at the engineer's station.





# Port Change

other jobs to do along with their primary one."

"A billet in a PHM will either make you or break you," added Ammerman. "When you consider that we are working in shifts of six hours on and six off, we have to be pretty tight. In my many years in the Navy, I have never worked with better petty officers and officers than the people we have aboard *Gemini*."

Serving in PHMs has several different meanings to each crew member, but the common denominator is professionalism.

"Most of the guys are handling the job of a chief petty officer or junior officer," said Lieutenant Commander D.R. Carlson, *Gemini*'s captain. "Each crew member was thoroughly screened and hand-picked—they're maintaining a \$100 million, high-technology ship."

Even though the storm lasted several



days, it didn't deter *Gemini* or *Hercules*. The task of UnRepping became a little easier each time. A common frustration to the PHM crews during the storm was that the seas were often too rough for the

ships to become foil borne. When a PHM becomes foil borne, the hull actually rises from the water and the ship flies.

It takes a lot of power for a PHM to become foil borne. For hull-borne operations, PHMs are powered by two Mercedes-Benz diesels, but when they want to fly they're powered by General Electric LM-2500 jet engines, the same used in the DC-10 airplane and in *Spruance*-class destroyers.

PHMs aren't equipped with screws like a conventional craft. They're propelled, and, during foil-borne operations, the LM-2500 is pushing 90,000 gallons of water a minute out the fantail, allowing the ship to travel in excess of 40 knots.

The night transit was almost over. In another hour the day would dawn. *Racine* entered the last lock while *Hercules* and *Gemini* awaited their escort so they could all continue on the last leg of their journey to Key West.

During the next month, *Racine* visited Cartagena, Colombia. While there, medical supplies, books and other educational materials, and food stuffs which were donated under the handclasp program to needy schools, hospitals and orphanages were distributed.

Then it was back through the canal for *Racine* and home to Long Beach. Another successful Navy operation had been accomplished.



Left: Bridge watch on *Racine*. Above: *Gemini* can travel at 35 plus knots when foil-borne.



# SIMA:

## Providing Alternatives to a Growing Navy

When the Shore Intermediate Maintenance Activity at Mayport, Fla., became operational in June 1982, it became the first of the surface SIMAs to combine all maintenance and administrative facilities under one roof.

SIMA, Mayport will support more than 40 conventional ships within seven classes, ranging from aircraft carriers and destroyers to frigates, auxiliaries and mine-sweepers.

The facility has some 8,000 feet of existing pier, with another 1,495 feet under construction and an additional 1,000 feet approved for future construction.

The new SIMA houses 44 work centers which are located in high and low bays. The hull and machinery shops that handle large major repairs are located in the higher bays, which have 20-foot overheads and cover 40,000 square feet. The low bays house other work centers such as the inside and outside machine shops and the pump, valve and internal combustion shops.

All shops are custom-built according to function and are equipped with the latest in the state-of-the-art equipment. In addition, many centers boast monorail transporters attached to the overhead for moving heavy objects. For example, in the engine shop a diesel engine can be trucked into the building, hoisted onto the monorail, degreased over a grated liquid-collection floor, repaired and moved from the shop with far less manual effort than at the old SIMA, Mayport.

The welding areas are equipped with fume-exhaust systems as well as tinted plastic curtains which allow light in while still affording eye protection to people working outside the welding shop.

In the boat shop, the overhead and bulk-

heads are covered with acoustic tile to reduce noise, while in the carpentry shop vacuum exhaust systems remove sawdust from the air and work site.

Work centers are located according to the work flow so that each center is adjacent to ones performing a related function—the inside machine shop is next to the outside machine shop, the shipfitter shop is across from the weld and sheet metal shops, and the boat shop is beside the carpentry shop.

Although SIMA, Mayport is the first facility in the program to be completed, upgrade work was first begun at SIMA, San Diego where old and inadequate buildings were demolished and one new

building constructed and another modernized. SIMAs are also under construction at Norfolk, Va.; Charleston, S.C.; and Little Creek, Va., and should be operational within three years.

The future of SIMA development looks bright. As the size of the Navy increases, additional homeporting will tax the capacities and capabilities of existing repair ships and shore facilities.

Navywide, the new SIMAs will economically repair assigned ships on an intermediate maintenance level while also allowing traditionally seagoing enlisted men an opportunity to enjoy shore billets and to acquire new technical skills before reassignment to ships.



# Bearings

## War College Gift



In a recent ceremony at the State Department in Washington, D.C., retired Chief Equipment Operator Frank A. Abbate, (center) presented a handcrafted plaque to Ambassador J. William Middendorf, II, (right) president of the Naval War College Foundation and a former Secretary of the Navy. Chief Abbate's son, Frank, a Department of Defense employee, looks on. Abbate made the plaque to honor the war college's centennial and also to mark the occasion of his son's recent graduation from the war college. The plaque is made from rare dyed woods fitted together in a process called marquetry. It took Abbate 10 months to craft the plaque valued at more than \$2,000.

## Captain Umps Little League World Series

"I love the kids and enjoy helping them grow and mature, especially in athletics," said Navy Captain Wilbur D. Jones Jr., a volunteer Little League umpire who was selected to officiate at the 1983 August Little League World Series in Gary, Ind.

Jones has been involved with Little League Baseball since 1972 when his two sons played. He started out umpiring games within his community and then went on to district, state and regional games. Now, it's the World Series, where teams from all over the world will compete for five days in a double-elimination tournament.

Jones, regional representative for the 14 Southern states, is joined by 11 other umpires—two from Canada and the remainder from around the country—all rated and appointed by the Little League Associa-

tion board of directors as the best in the business.

According to Jones, "I've spent well over 2,000 hours and umpired at least 600 games since I started, and there are volunteers just like me who have done even more." At his own expense, he will take leave and travel to Indiana for the event, scheduled for Aug. 15-20.

Jones is on the staff of the Deputy Chief of Naval Operations, Logistics. He is a senior member of the Fort Hunt Youth Athletic Association of Mount Vernon (Va.), on the board of directors and head of youth basketball. He not only officiates for the Little League but also for the American Legion, high school and college ball programs.

—JO2 Russell Coons

## VP-31 earns triple awards

Friday, May 13, was far from a foreboding day for the sailors of Patrol Squadron 31 based at Naval Air Station Moffett Field, Calif. It turned out to be a triple header of good tidings when VP-31 received the Meritorious Unit Commendation, Chief of Naval Operations Aviation Safety Award and the Golden Orion Award.

The "Black Lightnings" received the unit commendation for exceptional achievements in training, which were a major factor in dramatic increases in overall readiness of Pacific Fleet patrol squadrons.



Commodore Daniel J. Wolkensdorfer, Commander, Patrol Wings, U.S. Pacific Fleet, and Cmdr. C.T. Moyer, VP-31 commanding officer, display the Meritorious Unit Commendation pennant the squadron earned for fleet replacement training in fiscal year 1982.

—Photo by PH2 Kelly A. Cross.

The safety award, given annually to the patrol squadron with the most outstanding safety record, went to a fleet replacement squadron on the West Coast for the first time in 19 years. VP-31 has amassed 20,000 sorties and 132,866 landings free of major mishap in more than 10 years of flying.

VP-31's positive approach to retention allowed the squadron to re-enlist 54 percent of their first-term sailors, thereby earning the Golden Orion Award.

—By JO1 Nancy J. Dodge, VP-31



## USS Bristol County Adopts a School

USS *Bristol County* (LST 1198) has joined hands with the San Diego County Department of Education to make the first adoption of a school under the Navy's recently established adopt-a-school program.

In recent ceremonies, Captain Carl Weegar, commanding officer of the 8,450-ton tank landing ship, officially adopted the school and said, "This was pure gold. There are a lot of great people in my command and in this school. I know we can sustain the energy we found here today."

The program is designed to engage the partners in a series of joint projects to expand the student's knowledge of the adopter's job. The Montgomery Junior High students will be hearing guest lecturers on such topics as navigation, electronics, engineering and the importance of safe international waterways.

"This really makes us proud," said Dr. Mary Anne Stro, principal of the 1,400-student school. "We believe that great



things will come from this relationship. It's a chance for the kids to hear things from adults other than their parents and teachers."

While *Bristol County* is elsewhere in the world, the crew's involvement will not stop. A pen-pal program has already been planned, and the ship will donate maps to enable the students to chart *Bristol County's* course during deployments.

*Lt.j.g. Bruce Binney, who helped arrange the adoption, holds up a plaque presented by the students of Montgomery Junior High School to Bristol County.*

Weegar summed up the ceremony when he said, "I can't remember when I last saw such enthusiasm and such a great group of kids. This exceeded everything I could have possibly expected."

## Navy Man Earns Degree

Before Intelligence Specialist Second Class Richard Kay entered the military, he quit high school to help his family financially. But it wasn't long before he realized that a high school dropout didn't have much of a future. "I knew I wasn't going anywhere," he said, "and I also

knew the armed services were educationally oriented, so I joined."

Initially in the Marine Corps, Kay was assigned in 1978 to Marine Barracks, Yokosuka, Japan, where he studied for and passed the General Educational Development test. Not content with a high school equivalency certificate, he took more classes until he received a high school di-

ploma from the Los Angeles Community College Overseas.

In September 1979, Kay started taking courses from Barstow College at Yokosuka, which he continued until he left the Marine Corps to join the Navy and become an intelligence specialist.

His first assignment was to the carrier USS *Midway* (CV 41) in familiar surroundings at Yokosuka. He immediately started taking college courses. He recently was notified that he will soon be awarded a bachelor's degree.

Kay has spent only three years pursuing his educational goals. After his hard work, is he planning to take a break from school? Not at all. "I remember a saying I once heard," he said. "Education is like a boat. Once you stop rowing, you drift. I'm planning to get my master's next."

—By Art Liberty



*PN3 Jayson Law (right) helps IS2 Richard Kay figure the credits he will be granted for his military experience.*

# Bearings

## Navy Boxer

His forearms glisten. Circling his opponent, he patiently waits for the perfect moment, eyes locked intently on his foe only inches away.

Then he attacks—a flurry of punches that catch his opponent by surprise. As quickly as he had jabbed, he steps back to slowly stalk again.

That was Personnelman Third Class Clinton Talbert's style in the Pacific Northwest Boxing Invitational at Naval Submarine Base, Bangor, Wash., held in January.

Talbert, who serves aboard USS *Long Beach* (CGN 9), follows his ship's motto—"strike hard, strike home." But the welterweight's boxing strategy began long before he joined the Navy.

"When I was a kid in Alton, Ill.," Tal-

bert said, "all the kids in the neighborhood went to the boxing center to work out. Most of them dropped boxing after a few years, but I kept visiting the center and became even more interested in the sport."



PN3 Clinton Talbert shows his jab during practice. Photo by PH2 J.W. Morrow.

Persistence paid off. While his overall record shows 36 wins and 11 losses, Talbert has won all 14 of his Navy fights since joining the fleet.

Some of his titles include: 1980 Idaho State champion; 1980 Novice champion, Bellevue, Wash.; 1981 Eugene, Ore., Golden Gloves champion; runner-up in the 1983 Tacoma, Wash. Golden Gloves; 1983 American Legion Boxing champion; and three time (1981-1983) Pacific Northwest champion.

He credits his success to his coach and trainer, Cal Gilbert, a former Army boxer and trainer for 25 years. "I've won a lot of fights since I've trained with him. He's done a great deal for me and is an excellent trainer," Talbert said.

Talbert's goal is to join the Navy's Boxing Team and maybe even win the best prize of all—the 1984 Olympics.

—By JO2 Daryl O. Desquitado  
USS Long Beach (CGN 9)

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## Alcohol and Drug Education Go to Sea

A USS *Enterprise* (CVN 65) sailor pursuing a college degree heard about a new course on board called "NDSAP"—Navy Drug Safety Action Program. He learned that he could earn 3.6 continuing education college credits for taking the course, which was described as "non-traditional." Group discussions and exploration of concepts in attitude and self-awareness sounded interesting, so he enrolled.

That was his way of getting into NDSAP. Your way may be different, but no matter how it happens, you can help the Navy win its war on drug and alcohol abuse by taking NDSAP (or the Navy's related alcohol safety program, NASAP).

These programs are not punitive, even though some sailors are required to attend when drug abuse is suspected. Neither are the courses designed for treatment or rehabilitation. They are simply 36-hour classroom courses where participants examine their beliefs and values about drugs and alcohol in light of basic facts. Through interaction with each other and with the group's facilitator, participants become aware of facets of substance abuse that are not generally known. The facilitator is a specialist, trained in teaching and counseling. He guides participants to a stronger awareness of drugs and alcohol, and of themselves, and helps identify and correct myths and misconceptions.

These courses impart valuable information. Supervisors who have taken the course are more capable of recognizing and dealing with substance abuse problems should they be identified in the work environment. People who have substance abuse problems learn constructive alternatives. Anyone and everyone who finishes the course obtains college credits.

NASAP (Navy Alcohol Safety Action Program) began in 1973 in response to a rise in alcohol-related

accidents among Navy people. In 1980, a program for drug abuse arrived; it was patterned after the successful NASAP. It was created to expand the concept to other drugs potentially abused by Navy people. Since then, these courses have been offered at naval installations around the world.

Several ships, including USS *Cleveland* (LPD 7) and the aircraft carrier USS *Constellation* (CV 64), have embarked contract-civilian facilitators to offer NASAP and NDSAP courses to their crews. Until now, facilitators have been civilian. In the Indian Ocean, on board the *Enterprise*, this has changed.

Chief Yeoman Dave Roe, an 18-year Navy veteran, was named facilitator. He said becoming a facilitator was his goal since he became familiar with NASAP back in 1977.

"I've seen firsthand what alcohol can do to families," said Roe. "The Navy has these programs so that people will know what drugs do to your body and what kind of trouble they will get you into. For example, a lot of people don't realize that THC (the active ingredient in marijuana) can stay in your body for up to 45 days, and it destroys cells."

Aviation Boatswain's Mate First Class Dennis L. Bigger, working toward his certification as NASAP/NDSAP facilitator, is helping Roe with the courses. He alternates with Roe in presenting facts, leading discussions and asking thought-provoking questions:

"What is your personal opinion of someone who 'does drugs' on the job?"

"What would your friends think of you if you came to work 'high' or drunk?"

When these questions are asked, there is momentary quiet before participants offer their thoughts. Perhaps others don't agree, and the discussion

is kindled. Words and ideas are expressed and debated until understanding is enhanced.

Recently, 52 sailors on *Enterprise* earned certificates and college credits by attending NASAP and NDSAP courses. The program adviser, Senior Chief Yeoman Clifford Batteau, considers the courses to be an unqualified success. He said that in the past, enrollment suffered because a "discipline stigma" was attached to them. He credits Roe and Bigger with doing a lot to change that impression.

"They're outstanding facilitators," he said. "Since they conducted the first course, we have been flooded with requests for another NASAP/NDSAP program."

—Public Affairs Staff, USS *Enterprise*.

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## ServScolCom Receives NCA Accreditation

The Navy's largest technical training facility, Service School Command Great Lakes, Ill., recently received accreditation from the North Central Association of Colleges and Schools. ServScolCom was the eighth Navy training facility to become accredited.

Such accreditation assures the Navy's education and training community, students in the programs and the general public that Navy training institutions meet the standards of quality and professionalism required of accredited civilian institutions.

Advantages of accreditation include a heightened recruiting tool by which potential enlistees can be assured of quality technical training. Should a sailor wish to pursue a post-secondary educational program, he or she can more easily receive college credit for courses taken at ServScolCom.

ServScolCom Great Lakes trains an average of 25,000 students per year. Courses run from two to 45 weeks and involve intensified technical training; military and civilian instructors teach courses which range from basic to advanced material.

Polar Star

# A Long,

By PA1 Ed Moreth, USCG





# Lonely Cruise



It took 7,773 miles and 69 days around the coldest, most desolate continent on earth for the Coast Guard icebreaker *Polar Star* (WAGB 10) to complete its Antarctic mission of transporting scientists and an inspection team from the U.S. State Department.

Scattered ice fields seemed to go on forever as *Polar Star* crunched through the final part of its voyage. Lookouts in the crow's nest 105 feet above the water continually reported iceberg sightings to the officer of the deck on the bridge below.

*Polar Star's* crew was getting edgy, and they joked among themselves about "Antarctic trauma." They were more than ready to get back to warm waters.

But the long, lonely cruise paid off. The 165-member crew accomplished several important mis-

*Left: USCGC Polar Star (WAGB 10) anchors off the U.S. station at Palmer Peninsula. Below: Polar Star escorts the MSC tanker USNS Maumee (T-AOT 149) in McMurdo Sound. Each year, a Coast Guard icebreaker is sent to the Antarctic to escort supply ships.*



# Polar Star



*Above: Don Carter lists the scientific stations (under host nation flags) visited by Polar Star's helicopters in the Antarctic. Right: A Soviet scientist (right) of Molodezhnaya Station shows visitors a chart of the area. From left to right: Army Col. John Raymond, Navy Cmdr. Maria Kazanowska and Coast Guard Cmdr. Robert Hammond, Polar Star's executive officer. Upper right: A Polar Star crewman protects himself against minus 30-degree weather.*

sions, including becoming the first Coast Guard icebreaker to circumnavigate the Antarctic continent. The 399-foot ship had left its home port in Seattle on a voyage that took it 32,112 miles by the time it returned home.

The primary mission was to transport a four-member inspection group, headed by Dr. Albert S. Chapman, for visits to selected research stations.

Chapman, the State Department's polar affairs officer, said the inspection is conducted to find out what scientific research projects are being conducted and to ensure each signatory to the Antarctic Treaty abides by the pact. "We try to keep alive the idea of an on-site verification by vis-



iting stations in Antarctica about every three years," he said. The United States, Chapman said, conducts the inspections on behalf of all treaty members and is the only nation to do so.

Twelve nations signed the treaty during







Left: The icebreaker stops in 7-foot thick ice during its transit around the continent to allow crew members to stretch their legs. Above: National Science Foundation's vessel Hero anchors in Arthur Harbor off Palmer Station. Top: With winds close to 40-knots, Coast Guard helicopter pilots tie down their chopper's blades at the Argentine station.

# Polar Star

the 1959 International Geophysical Year, agreeing that the frozen continent should be dedicated to peaceful purposes. Poland and West Germany have since joined the pact.

Chapman said the group looks for evidence of nuclear weapons, dumping of radioactive waste, fortification of stations and other warlike activities that are prohibited by the treaty. Amendments to the treaty, he said, were made to protect wildlife and the environment.

During the cruise, Chapman's team visited 14 outposts belonging to Argentina, Australia, France, Japan, South Africa, the Soviet Union, the United Kingdom, the United States and West Germany.

U.S. Navy Commander Maria Kazanowska, who has an oceanographic background and a previous polar trip to her credit, served as interpreter for the visit to the Russian station.

Most of the stations were conducting research in geophysics, glaciology, meteorology and marine biology. The inspection teams were flown from *Polar Star* to the stations by a Coast Guard helicopter.

Chapman said the inspection was the seventh since the treaty went into effect. In 1964, the Coast Guard icebreaker *Eastwind* (WAGB 279) carried the first group to the Antarctic. That ship carried another inspection team in 1967. In 1971, the Coast Guard icebreaker *Staten Island* (WAGB 278), on a similar mission, was forced to

turn back after striking an uncharted pinnacle.

According to the National Archives and Records Service in Washington, D.C., only eight ships have circumnavigated the Antarctic. HMS *Resolution*, a sailing vessel commanded by Captain James Cook, was the first in the 1790s. In 1932, another British ship, RRS *Discovery II*, made the first trip around the continent during the winter.

U.S. Coast Guard ships began cruises to the region in the early 1950s, when the Navy still had its own icebreakers. For example, *Glacier* (WAGB 4), a former Navy icebreaker, has visited Antarctica on every Operation Deep Freeze since 1955. The 310-foot ship was turned over to the Coast Guard in 1966, a year after that service took over icebreaking responsibilities from the Navy.

Scientists sponsored by the National Science Foundation also took advantage of the *Polar Star* cruise. Dr. Albert Erickson of the University of Washington conducted a visual census of the south polar seal and whale populations.

Sheldon Fisher and Lisa Ferm of Hubb's Seaworld Research Institution, San Diego, conducted underwater acoustic censuses of the seals and whales, comparing them to Erickson's figures.

Two men from the University of Southern California took censuses of birds, while two other university groups studied krill,

the primary food source for nearly all Antarctic wildlife.

But aiding science and inspections were only two of *Polar Star*'s missions.

Including Christmas, the ship's crew spent four days offloading 350 tons of supplies and 120,000 gallons of fuel for the American Research Station Palmer. And *Polar Star* broke a passage through the 7-foot-thick ice to McMurdo Station so that a tanker and freighter could resupply America's main Antarctic station for the winter. In 36 hours, *Polar Star* broke through the ice in what took the older *Wind*-class icebreakers two weeks to complete.

Once it broke through, the icebreaker spent three days widening the channel before escorting in the tanker.

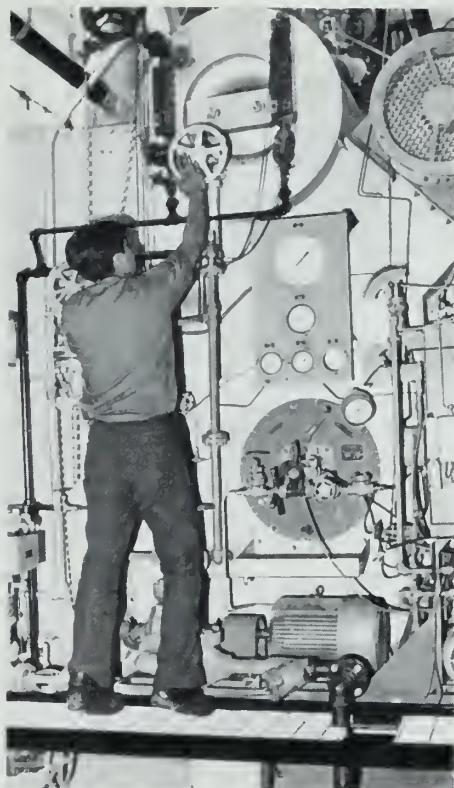
Captain Joe Smith, *Polar Star*'s commanding officer, said the cruise was a complete success. "We started out with a game plan and hit it on the button all the way around. We not only completed what we set out to do, but we added two additional stations to our inspection list," he said.

The captain attributed the success to good weather, lack of mechanical breakdowns and a fine crew. "We did it all," Smith said, "I don't think this trip could be duplicated."

*Below: Polar Star's crew takes a break from operations to enjoy some "ice-liberty" during their voyage in the Antarctic.*







# Warfare Training at Phib School

Story by JO3 Tom Hyatt  
Photos by PH3 Mike Farrell

The Naval Amphibious School at Little Creek, Va., has been training the Atlantic Fleet in amphibious warfare since it was commissioned as a separate command in 1958. It is the only institution of its kind on the East Coast.

Sailors, soldiers, marines, members of armed forces of allied countries, and personnel of the Military Sealift Command are trained in supporting arms, shipboard weapon systems operation, amphibious operations and seamanship. The school trains more than 15,000 students a year in courses ranging from three days to eight weeks.

The most important instruction offered is ship handling. Radio controlled models of fleet ships operate in a 3-foot deep pool. Students get ships under way, steam through channels, and anchor or moor their vessels with a proportional response time to real seagoing ships of actual size. Following the miniatures, students move on to the only military model training complex of its kind in the world.

Four sit-in models—35-40 feet in length or 16-to-one reductions from their prototypes—ply the waters of Lake Chubb and Lake Bradford. Built of fiberglass and wood, and powered by battery driven electric motors, these models place the student in the same relative position he would be in were he on the bridge of a real ship. He has the same perspective and, with



scaled response, soon feels he is conning the real thing. (There are four classes of ships represented—amphibious transport dock, combat stores ship, frigate and destroyer. More are in the planning stages.)

"The greatest thing about this kind of training is that it saves the government immeasurable expense," said Captain Robert P. Lucas, commanding officer of the Naval Amphibious School. "When one considers the savings in fuel, man-hours and the avoidance of the ever-present danger of damaging one of our ships, this training is at the same time cheap, yet priceless."

The school motto reads, "Enter to learn, depart to serve." Using some of the most advanced training devices the Navy has, the Naval Amphibious School ensures that those who pass through its doors are ready for full-scale service.



## 'On the Roof Gang'

# 55 Years of Silence

By JO2 Thomas Leek, Naval Security Station, Washington, D.C.

Keeping a secret might be considered tough these days, but there's one group of Navy men who managed to keep a big secret for more than five decades. Perhaps the most exclusive group of men in the Navy's history—only 176 in number—they were a highly skilled, extremely dedicated and motivated group of professionals. What's more, they helped their country secure victory in the Pacific during World War II.

Known as the "On-the-Roof Gang," they were secretly trained in techniques of Japanese radio communications, at a school located on the roof of the old Main Navy building on Constitution Avenue in Washington, D.C. The organization they formed has since become today's Naval Security Group.

Their story was one of the Navy's best-kept secrets until a few years ago, when the veil of secrecy about pre-World War II intelligence operations in the Pacific began to lift. Now that their story is being told, a memorial to the "On-the-Roof Gang" has been built and an annual award established to recognize those who "carry the torch" of naval communications security—the cryptologists ("CT" rating).

The "On-the-Roof Gang" Memorial was dedicated June 17, 1983, at the Naval Security Station on Nebraska Avenue in Washington by Rear Admiral Paul W. Dillingham Jr., commander of the Naval Security Group Command at the time, and Lieutenant James W. Pearson, the second-senior surviving member of the OTRG. Thirty-five of the 90 living members of this special group were on hand for the

dedication of their memorial and the establishment of the annual "On-the-Roof Gang" Award.

Admiral Ronald J. Hays, Vice Chief of Naval Operations, spoke to the surviving members of the "gang" who, with nearly 400 relatives and friends, gathered in the Navy Chapel on Nebraska Avenue to witness the ceremony on closed-circuit television.

"As we dedicate this memorial, you who are active members of the cryptologic community and are fortunate to be able to attend this dedication can reflect with great pride on the deeds accomplished by members of the "On-the-Roof Gang," Admiral Hays said. "Not only will this memorial remind us of their accomplishments but the establishment of the OTRG Award for excellence in cryptology will also be a perpetual reminder of the forerunners of today's cryptologic technician."

The "On-the-Roof Gang" got its start in July 1928 when the U.S. government began to worry about a Japanese threat to the security of U.S. interests in the Pacific. Admiral Charles F. Hughes, then Chief of Naval Operations, issued a memorandum establishing a school for senior enlisted radiomen to be trained in "radio intercept work" beginning in October of that year.

Main Navy was chosen as the site for the school. Chief Radioman Harry Kidder

*Special radio intercept operators worked in caves, tunnels and Quonset huts throughout the Pacific during World War II. Photo courtesy Rear Adm. Joseph N. Wenger Naval Cryptologic Museum.*





and other radiomen who had learned the Japanese telegraphic code on their own were designated as instructors. Under heavy secrecy, the search for volunteers was begun throughout the Navy.

As the word got out to the fleet, commanding officers began looking for senior, skilled radiomen for this special assignment. The only guidelines they had were that nominees must "... have excellent records and be qualified in every respect for important and responsible duty. They must be known to be of high moral character and must desire this duty."

Among those interviewed, many had forgotten that they had agreed to partici-

pate by the time their orders arrived, and they really didn't know what they were getting into.

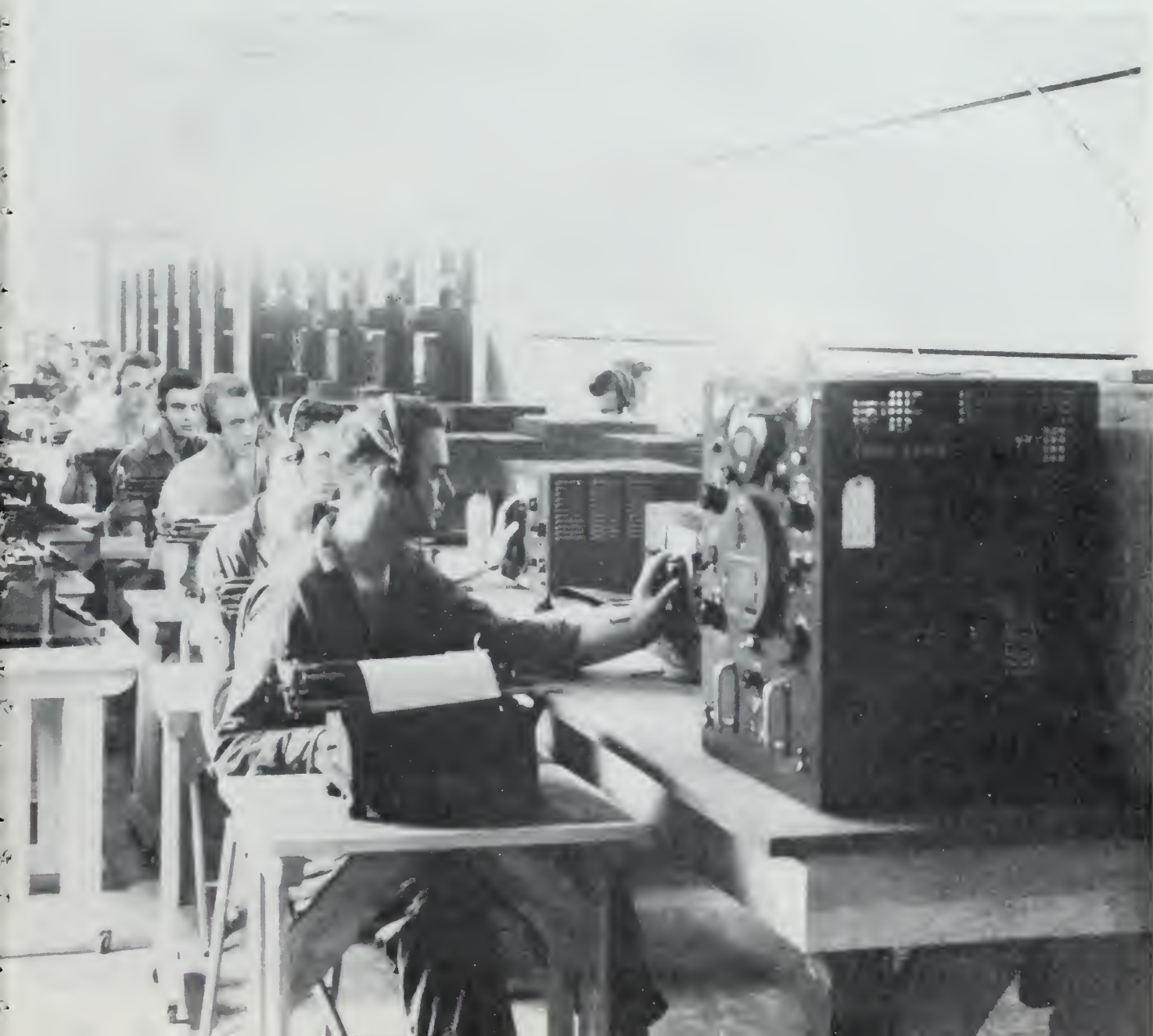
Retired Lieutenant Rexford G. Parr recalled his beginnings in OTRG: "I was a radioman aboard USS *Smith* in San Diego. I was asked if I'd like some special duty, and I answered 'Why not?' Nine months later, when I'd nearly forgotten about it, orders showed up. I was on my way to Washington."

For 13 years, Navy and Marine Corps radiomen reported to Main Navy for training in the interception and analysis of radio messages. Their classroom, for security reasons, was a steel-reinforced

concrete blockhouse on the roof of the sixth wing of Main Navy. To get to class each day, the eight or so radiomen in each three-month course had to climb a ladder onto the roof. As a result, they began calling themselves "roofers" and "gum-shoes."

Twenty-five classes, totaling 150 sailors and 26 marines, were trained there before World War II, when classes were moved to meet increased demand for intercept specialists.

After graduation, they were sent to stations in the Pacific and Asia such as Shanghai, China; the Philippines; Guam; and Hawaii. A few operators were as-



# 'On the Roof Gang'

signed duty aboard ships of the Navy and the merchant marine.

Secrecy was their life, war their job. Most OTRG members were in the thick of the Pacific war at one time or another. It was their job to intercept and pass on as much enemy information as they could. After the war broke out, many stayed with their radios until the last possible moment before they were evacuated as the Japanese advanced.

When operators at a particular station saw that evacuation was inevitable, they quickly destroyed all traces of their intercept work and moved out. One group of 70 operators, most of whom were "roofers," was evacuated from the Philippines to Australia by submarine. They narrowly missed being captured by the invading Japanese and survived many depth-charge attacks by enemy destroyers.

Retired Chief Warrant Officer Charles G. Quinn remembers: "I was at an intercept station on Corregidor. When the country fell, I was on one of the last submarines out—after General Douglas MacArthur!"

Others weren't so lucky. On Guam, operators at the radio intercept station Libugon were captured shortly after the attack on Pearl Harbor. For 45 months, the eight men (seven of them OTRG members) were in a Japanese POW camp. Before being taken prisoner, they had time to destroy the intercept station. The Japanese never knew about their special mission, and they all returned home safe at war's end.

Admiral Hays spoke about the special qualities in these men that kept them from disclosing their secret. The admiral suggested that the entire security check required for entry into the "On-the-Roof Gang" could have consisted of a simple question: "Can you keep a secret?"

The admiral knew, however, that the integrity of these men had withstood the test of half a century; they really could keep a secret. Admiral Hays' remark struck

home for many of the wives and widows of the OTRG members, for it was only recently that most of them were permitted to learn the secret their husbands had harbored for so long.

"I knew my husband's job was important, but I never knew just what it had been until 1981—after we'd been married for 38 years!" exclaimed Quinn's wife, Rachael. "And yet," she continued, "being a Navy wife has been a very, very prideful thing. I wouldn't have traded it for anything."

That pride runs in the Quinn family. Their son, Charles G. Quinn Jr., is a chief radioman aboard USS *Carl Vinson* (CVN 70).

The proud wives of the gang learned the big secret at a convention of the Naval

Cryptologic Veterans Association in Pensacola, Fla., in 1981.

"Even at the convention we didn't learn about everything our husbands did," Mrs. Quinn said. "For security reasons, we just don't need to know. But knowing how important their job was makes our fondness for the Navy ever more special."

The secrets and hardships shared by members of the gang before and during World War II made for friendships that continue today. Captain Harold E. Joslin, who was one of the seven OTRG members captured on Guam and imprisoned by the Japanese, came to appreciate the value of a good friend while a prisoner of war.

"Being a POW gave me an opportunity to sort out my life under difficult circumstances. I found out that there weren't many



*Station Libugon on Guam was a key listening post for "roofers" until Dec. 7, 1941. All eight operators assigned there became prisoners of war for 45 months, but their Japanese captors never learned of their secret mission. Photo courtesy Rear Adm. Joseph N. Wenger.*





things in life that were very important after my family, my country and my belief," Joslin said. "I learned the meaning of a good friend. There wasn't much else."

The "On-the-Roof Gang" became a "family," enjoying camaraderie compa-

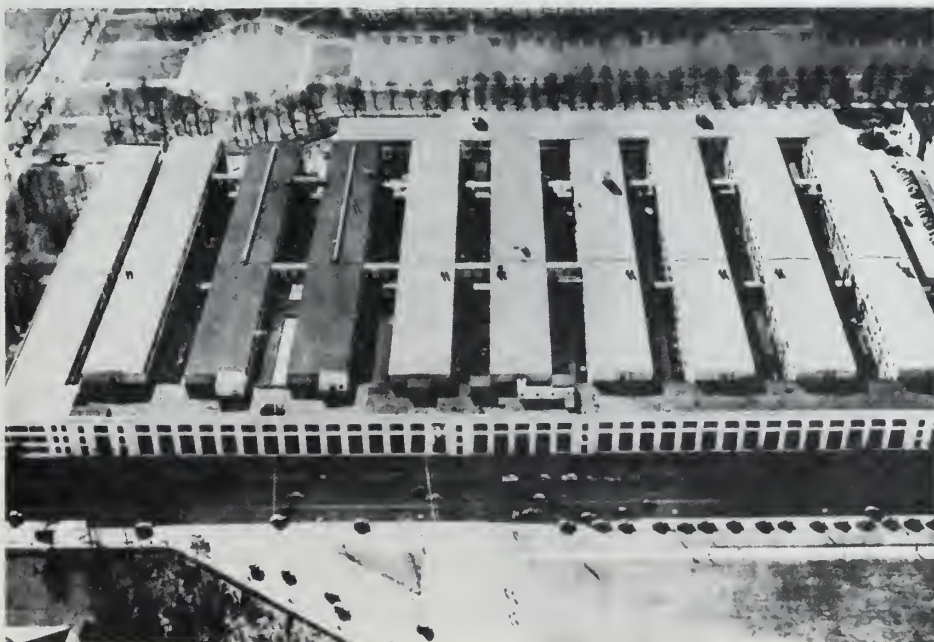
rable to that of a ship's crew. Today, many of those friendships live on; it's because of one of those friendships that the OTRG exists.

"Several of us retired OTRG members and our wives had been playing weekly

bridge games for years and talking about getting together a list of the gang," recalled Lieutenant Commander Pearly L. Phillips. "Then, I decided that we'd better stop talking about it and do something!" That was in the late 1960s.

By 1971, after enlisting the aid and wracking the brains of almost 50 OTRG members, Phillips published a roster of "on-the-roof"-trained special radio operators. A reunion was held the following year, where many more old friendships were rekindled and addresses exchanged.

On the 40th anniversary of the attack on Pearl Harbor, in December 1981, a second reunion was held in Washington. Twenty-one "roofers" attended that get-together. It was then that the idea for a



*A gathering of the "old-timers" at the recent dedication (above-photo by Raymond J. Humenik) and the Main Navy Department Building at Constitution Ave. & 17th St., N.W., Washington, D.C., (below-photo courtesy of Rear Adm. Joseph N. Wenger) where the first cryptologic training school, a steel-reinforced, concrete blockhouse, was located on the roof of the sixth wing from 1928 to 1941.*



# 'On the Roof Gang'

memorial and an award to today's outstanding cryptologists surfaced.

"We wanted to leave some footprints in the sands of time," said Chief Warrant Officer Norman V. Lewis, who retired from the Navy in 1947. "Admiral Pat March dedicated several buildings at the Naval Technical Training Center in Pensacola to some of our earliest and most accomplished cryptologists in 1976. That was the beginning of recognition of those of us who lived with these secrets for so long," he said, recalling the dedication of five buildings at the cryptologic training command to deceased members by then-Naval Security Group Commander Rear Admiral G.P. March.

The buildings are named for Rear Admiral Joseph Rice Dennis, Lieutenant Commander Charles E. Daniels, Lieutenant Max Gunn, Chief Radioman Walter McGregor and Chief Radioman Harry "Pappy" Kidder. Kidder is the best-known on-the-roof instructor, having trained himself in the Japanese code before leading six of the 25 classes held on the roof.

After the 1981 reunion, Phillips and Joslin approached Admiral Dillingham and the Naval Security Group, looking for a "home" for the "On-the-Roof Gang." After 15 years of diligence, Phillips' files

on the OTRG nearly filled the basement of his home in Maryland.

Noting the historical significance of these pioneers of cryptology, Admiral Dillingham readily accepted custody of the OTRG historical files on behalf of the Rear Admiral Joseph N. Wenger Cryptologic Museum, which is housed in the security group's Washington headquarters building. The admiral also heartily endorsed the idea of the award and the memorial. In 18 months, both became reality. In establishing the award, Admiral Dillingham challenged today's enlisted cryptologists "to build on the tradition of excellence established by the 'On-the-Roof Gang.'" The awards will be presented each November with the recipients' names inscribed on brass plaques near the OTRG Memorial.

Lt. Pearson unveiled the memorial. Pearson was the senior living member of the OTRG at the dedication; he graduated from the fourth class, in August 1930. The senior living "roofer" is Lieutenant Commander Keith E. Goodwin, who was in the first class held atop Main Navy in 1928.

Pearson, speaking after the dedication, summed up the spirit of the memorial: "As I pulled the curtain aside and unveiled the beautiful bronze memorial, I



realized that now, after so many years of living in secrecy, the gang has a place to call home, at the home of the organization which we helped establish. And when the bugler played taps, and I thought of the 86 of us who have died, I knew that the 'On-the-Roof Gang' would always have a place to muster."

It's appropriate that the memorial is at the home of the organization the "On-the-Roof Gang" started—the Naval Security Group. Today's security group, however, is just a bit larger than it was when the OTRG laid the cornerstone.

The "gang's" successors belong to an active force of approximately 1,100 Navy and Marine Corps cryptologic-designated officers and 11,000 Navy and Marine Corps enlisted people. That active force is backed up by a cryptologic reserve force of some 500 officers and 2,500 enlisted technicians. In Admiral Hays words, "Our cryptologic personnel have become interwoven as an integral part of our Navy and Marine Corps mission in the defense of our nation."

Joslin recognizes that importance as well and is proud of those who make up the



Left: James W. Pearson unveils the "On-the-Roof Gang" Memorial. Photo by PHAN Ron Wentworth. Above: Rear Adm. Paul W. Dillingham Jr., recent commander of Naval Security Group, signs official instruction establishing "On-the-Roof Gang" annual award. Photo by Raymond J. Humenik.



Naval Security Group today. "I think today's technicians are a fine group of young men and women," Joslin said. "They certainly have a lot more difficult problems to deal with these days, but they have a lot more sophisticated equipment available. Their training is excellent in the security group."

Joslin pointed out the number of different specialties of today's cryptologists, remembering "back when" the OTRG had to be jacks-of-all-trades. Today, "CTs" can specialize in administration (CT "A" branch); repairing and maintaining complex computerized systems (CT "M" - maintenance branch); analyzing components of the electromagnetic environment (CT "T" - technical branch); operating satellite communications systems (CT "O" - operations); learning foreign languages (CT "I" interpretive); and, in the tradition of the "On-the-Roof Gang," learning Morse code (CT "R" - collection).

Naval cryptologists today serve at 47 shore facilities, providing a variety of technical functions, at sea, in different types of combatant ships and aboard early warning aircraft. At sea, among other duties, they provide direct cryptologic support to on-scene tactical commanders.

Perhaps the biggest challenge facing the thousands of people in the Naval Security Group today is keeping secrets as well as the 176 members of the "On-the-Roof Gang" did. Moreover, maintaining the impressive standards of pride and professionalism established by OTRG will be an on-going challenge among enlisted cryptologists vying for honorary membership in the gang. As long as there's a Naval Security Group, the annual award for excellence in cryptology will inspire young men and women to preserve their proud heritage.

Of all the memories shared by members of the gang at the dedication ceremony and the get-together that followed, mem-

ories of Navy friendships and their early days at sea as enlisted radiomen seem to overshadow the rest.

Lieutenant Parr said it best, "There's nothing like getting up early in the morning, with the sea beneath your feet, and going topside for your first cup of Navy coffee. That kind of sunrise is one of the most beautiful things in the world.

"It's a fine feeling, knowing that as long as we've got a Navy—and a Naval Security Group—the seas of the world will be free, and the sunrises all as beautiful. And despite daily advances in technology, it will always be men like the 'On-the-Roof Gang' who risk their lives in the name of freedom."

*Left to right: Pearly L. Phillips, Retired Capt. Harold E. Joslin and James W. Pearson. Pearson is the second senior living member of OTRG; he unveiled the memorial on June 17.*



# Navy Tradition Survives

Story by Ensign Roger B. Thomas

Photos by NCI David G. Knepper

One of the few early seafaring skills to survive the advance of time and technology unchanged is that of square knotting, or the making of "MacNamara's Lace."

Recently, men of the first division on board USS *Briscoe* (DD 977) recreated the age-old art of making the hand-tied lace.

The project originated when a ceremonial cover was required for the Commander in Chief, U.S. Atlantic Fleet change of command ceremony on USS *John F. Kennedy* (CV 67).

Chief Boatswain's Mate Emmitt Webster of the *Briscoe* crew was the project

leader. Webster first learned the skill in 1959 aboard the destroyer tender USS

*BMC Webster and his assistants display an almost-completed 10-foot section of "MacNamara's Lace." (l-r) BM3 Kenneth Neely, BMSN Terry Ward, BM1 Charles Urquhart, BMC Webster, and BM3 Patrick Hollingsworth*





*BM1 Urquhart enjoys his work while Cmdr. Hontz examines the finished product.*



*Shenandoah* (AD 26). Recently he conveyed his skill to four assistants on *Briscoe*.

Square knotting supposedly originated in the Middle East, where it was called macrame, meaning fringe in Arabic. When first practiced, the fringes were coarse. It was popularized in Italy at the time of the Crusades where it became finer in texture and design.

Exactly when sailors adopted the art of square knotting is not known. However, in the middle of the 19th century, crews of both American and British navies were already square knot artisans. Ships were ornately bedecked with knotted tablecloths and covers for binnacles. Skylights, capstans, wheels and bells also displayed the knotted fringe.

Sailors played an important part in spreading the craft throughout the world. The French introduced it to the East Coast Indians of Canada, and the Spanish took it to Mexico. How sailors came to term this art, "MacNamara's Lace" is anyone's guess. It might have been a deriv-

ative of the word macrame or perhaps a seafarer named MacNamara lent his name to the skill.

In any event, the craft was handed down to each new generation of seamen principally by example rather than through written texts.

Webster and his assistants transformed 40 feet of canvas into MacNamara's Lace

by careful planning and employing the strictest standards of quality control and patience. The lace was constructed in 10-foot sections, with two men working on each section.

First, the horizontal threads of the canvas had to be unraveled. Then, the remaining threads were combed out and a pattern of half hitches was applied.

Webster said, "Maintaining a uniform technique among my assistants was the greatest challenge."

According to his calculations, 34,800 half hitches were tied to create the masterpiece. The entire process took 15 days.

"If this art were taught to young boatswain's mates, it would instill more pride and professionalism in the rating," said Webster.

Webster's assistants were First Class Boatswain's Mate Charles Urquhart Jr., Third Class Boatswain's Mates Kenneth Neely and Patrick Hollingsworth, and Seaman Boatswain's Mate Striker Terry Ward.

They were all awarded a "well done" by their commanding officer, Commander Edward B. Hontz, for their devotion to learning and applying the ancient skill, while preserving a proud Navy tradition.



*BMC Webster admires a job well done and puts the finishing touches on the freshly washed and bleached MacNamara's Lace.*



NavOrdSta Louisville

# Gunsmiths of the Navy

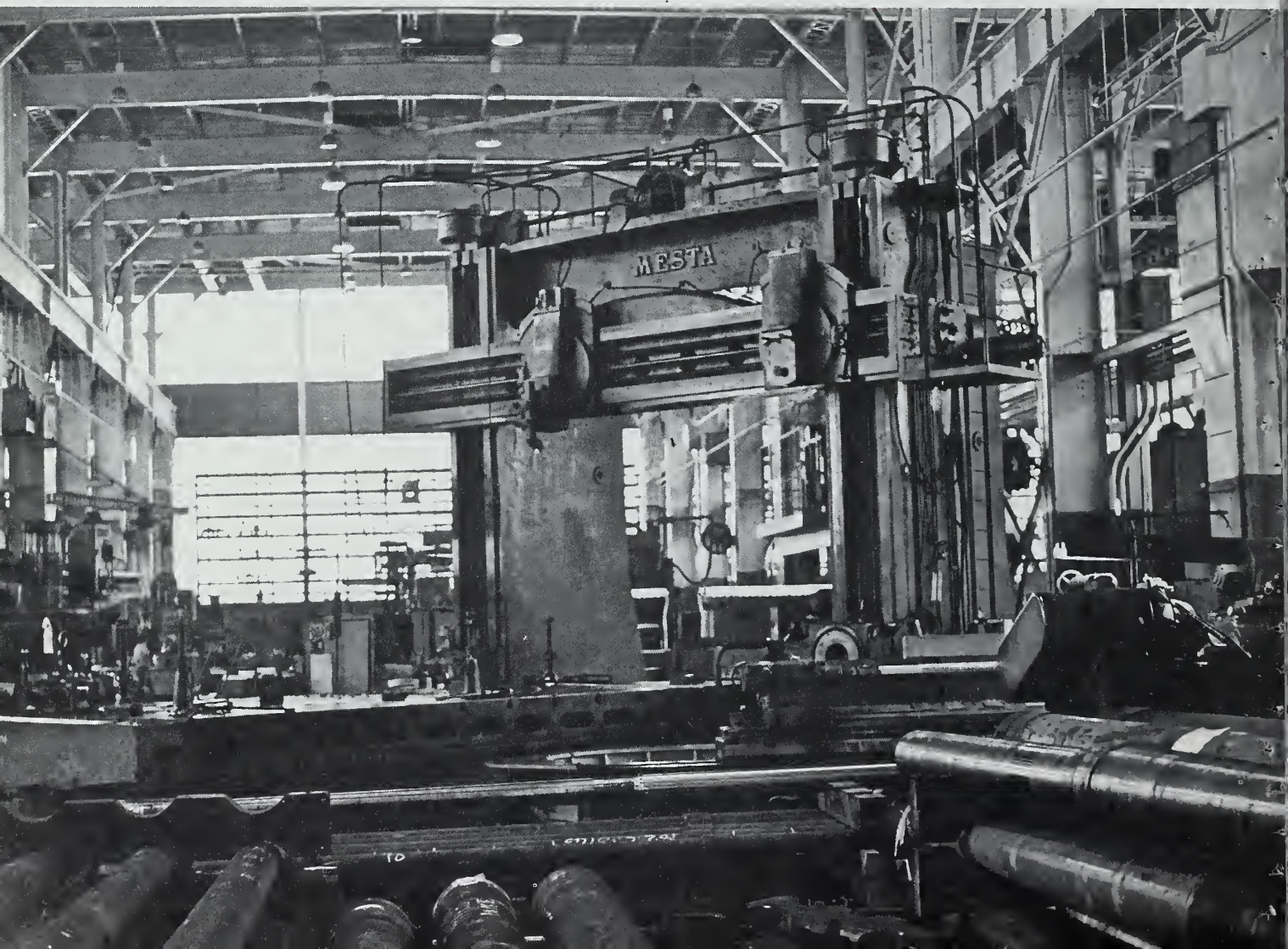
In 1939, a dark power menaced Europe. Germany, with Hitler in power, swept unopposed across Austria and Czechoslovakia. Using "blitzkrieg" or lightning war, the Germans attacked Poland on Sept. 1. Before the month was over, the country

had fallen. In response, the Allies lined up for battle.

Because of the mounting conflict and the need to supply Britain with arms, the United States expanded its production of ordnance and munitions. Five new ord-

nance plants were established in the United States.

One of the five was in Louisville, Ky., a site that had readily available rail transportation to either coast, ample manpower and access to large amounts of raw ma-







*To overhaul the fleet's guns, NOS Louisville uses massive equipment (opposite page) and small one-man lathes (left and below left). When barrels are finished, they are mounted on guns (below right) and dry-fired. Toni Graves (below) started in an office job but later became a journeyman machinist. Photo by Rudolph Spencer.*

materials. Ground was broken by Westinghouse, and only six months after the machinery first stirred to life, Louisville shipped out its first ordnance.

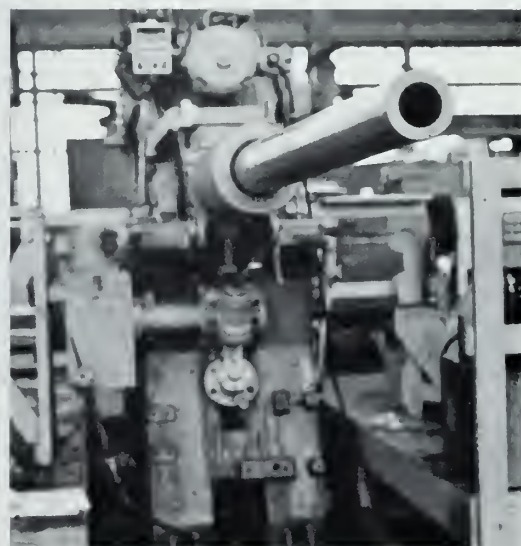
For five long years, railroad cars loaded with gun mounts and barrels, projectiles and torpedo tubes clattered away from the station. Finally, Germany, then Japan, surrendered and a welcome peace returned to the world.

For the next few years, the ordnance station in Louisville slumbered. Of the 2,000 workers who once occupied the two dozen major buildings, only 100 remained. In 1946, the Navy took over administration of the plant and officially renamed it Naval Ordnance Plant Louisville. It became the Naval Ordnance Station on Feb. 14, 1966.

The quiet at the station was not to last long. In June 1950, communist North Korea attacked South Korea bringing about a conflict which was to last three years. Once again, NavOrdSta Louisville stirred to life. Since then, the station has continually overhauled and modernized the Navy's 3-inch and 5-inch guns, and its missile launchers, torpedo tubes and fire control systems. It has manufactured missile motor chambers, warhead cases and 40mm machine guns, and renewed essential submarine parts.

Today, according to the commanding officer, Captain T.C. Warren, "NavOrdSta Louisville is known as the 'Gunsmiths of the Navy.' Our object is to provide the fleet with overhauled guns and launchers that are as good as new."

NavOrdSta Louisville is the sixth large-





# NavOrdSta Louisville

est industrial operation in the metropolitan Louisville area employing more than 2,500 civilian workers. Navy officers hold only six jobs at the station.

"After about 10 years, Navy guns have deteriorated," said Warren. "We take them down to the last nut and bolt—a typical 5-inch gun has nearly 18,000 parts—and completely rebuild them. And we can do this for about one-tenth the cost of purchasing a new gun.

"We talk a lot about guns," he added, "but we also do a great deal of fire-control equipment overhauls on directors, radars, range finders, telescopes, computers—the whole product line."

To do its job, NavOrdSta Louisville employs skilled people and lots of them. The station is one of the largest employers of engineers in Kentucky and the largest employer of machinists, heat treaters, welders, metal fabricators, electricians and electroplaters. The station also employs

optical technicians, toolmakers, insulation specialists, crane operators, painters, pipe and plastic workers and sandblasters. Many women work at NavOrdSta Louisville in non-traditional roles such as machine tool operator, oiler, trades helper,



and metal-sawing machine operator.

Located on 130 green acres just six miles from downtown, the station's buildings house administration, engineering, assembly and the testing of guns and missile launchers. They also house heavy and light machining, anti-submarine warfare weapon overhaul, fabrication of weapon parts, missile component manufacture, electroplating and general laboratory work.

Because the work at NavOrdSta Louisville involves overhaul and modernization, blueprints for every Navy gun system—past and present—are maintained in the technical documents department. Among the millions of drawings—on microfiche and in hundreds of wide drawers containing originals—one can still find musty blueprints of naval ordnance dating from the 1800s.

At that time, draftsmen executed their



*Gleaming pallets of machined submarine ball valves (top) lie ready to be reassembled and shipped back to the fleet. Working under hot lights, fiberglass technicians (above and right) make repairs to gun housings. Overhaul work at NOS Louisville even includes radar fire control units (far right).*



drawings on thick vellum sheets and labeled their work in a florid script that complemented their almost photographically accurate style. It is common to open a drawer and view the past through drawings of *Monitor*-class vessels, torpedoes propelled by steam engines, Gatling guns and even our nation's first torpedo boats.

Blueprints of the battleship USS *New Jersey* (BB 62) are also necessary for the engineers at the station today who are responsible for all of the ship's weapon systems including the powerful 16-inch guns. So thorough are their records that they can tell exactly how many rounds have been fired through each massive barrel.

NavOrdSta Louisville is the major overhaul point for Navy guns and missile launchers in the United States. The station provides technical and logistic support for all present weapon systems and for new

systems being acquired for the fleet.

One of these systems is *Phalanx*. The station has been appointed the overhaul facility for the close-in weapon system. This system can destroy incoming targets traveling even at supersonic speeds by firing radar-directed, 20mm depleted-uranium projectiles at rates up to 3,000 rounds per minute. There are more than 70 *Phalanx* systems now in use and the installation schedule is rapidly increasing.

Aside from its work with the *Phalanx* system, NavOrdSta Louisville, a year ago, introduced to the fleet a significant but little marked milestone in naval ordnance—the digital MK 68 Gun Fire Control System. "For the first time," said Warren, "our engineers gave us a system that is more accurate than the gun system itself."

According to Warren, heavy emphasis

is put on meeting schedules. "A combatant in the shipyard isn't much use to the Navy."

But what happens when the problem is too tough to be handled by a ship's technician? Warren's answer is, "We send field engineers and technicians to the ships. We act as the last resort for the fleet. All our people are professionals."

The history of NavOrdSta Louisville is not yet finished. The station has continued to design new weapons such as an 8-inch howitzer for the Marine Corps and a 40mm machine gun. As the Navy's last remaining major overhaul site for naval ordnance, the station's civilian employees stand ready to meet any challenge to our nation's defense and carry on the four decades of tradition as the "Gunsmiths of the Navy."

—By JOI Dale Hewey





# USS Belleau Wood

## Up With People

Story by JO2 Jeff Embry, USS *Belleau Wood*

Photos by PH2 Tony Huntsburger,  
PH3 Francis Anglada and PHAN Dale Zukowski



"Celebrate good times, come on" echoed off the bulkheads of USS *Belleau Wood's* (LHA 3) hangar deck as sailors clapped in time to the music.

The good times were generated by "Up With People," the internationally acclaimed group of young entertainers from around the world. "Up With People" was in San Diego for a concert tour, and *Belleau Wood* hosted their premiere performance in the Southern California city.

*Belleau Wood* crew members filled the hangar deck and voiced their approval of the concert. Some even danced with the performers during a production number.

The "Up With People" troupe arrived early in the morning to set up and tour the ship, which recently returned from a deployment to the Western Pacific and Indian oceans. Following an informal meeting with Rear Admiral William A. Walsh, Commander Amphibious Group Eastern Pacific, the cast presented its show. After the show, performers dined with *Belleau Wood* crew members.

They then departed to continue their tour, leaving *Belleau Wood* crew members with memories of "good times" with "Up With People."







*Opposite page: Cast members perform dances from various countries. Top left: An energetic cast member entertains Belleau Wood crew members after the show. Left: A crew member acts as host and answers questions about the ship. Above: A Belleau Wood crew member joins in the performance.*

# Mail Buoy

## Moon Walk

SIR: In "The Navy Remembers," July issue, you state that Neil Armstrong stepped onto the surface of the moon at 4 p.m., EDT, July 20, 1969. Having followed the space program since *Apollo VII* when I was 12, I couldn't help but chuckle at that because, if Mr. Armstrong had indeed stepped onto the moon at 4 p.m., that last step would have been a lulu—close to 69 miles. This is because the Lunar Module *Eagle* did not land on the surface of the moon until 4:20 p.m., EDT. In fact, the "one small step for man, one giant leap for mankind" happened at 10:50:20 p.m., EDT.—Lt. j.g. Michael Liebmann.

• *You got us. Fact is, a couple of other readers caught the error concerning Armstrong's moonwalk. We can always plead that we were worlds apart on this one.*—ED.

## 36th Parallel

SIR: Regarding the "Crossing the Line" letter in the June 1983 issue, "A Sailor's Treasury" by Frank Shay (now out of print) sheds some light on the ceremony.—Mabel B. McCullough, NAS Pensacola, Fla.

• *Shay, under the heading Crossing the Line, states that the ceremony had its beginnings with the early Dutch, but the line in those days was the 36th parallel off the Straits of Gibraltar. In those days, that was considered a long way from home. He states that skylarking or fun and games was a means to relieve the tedium of passing through the doldrums. The idea, even then, was to initiate "all lubbers" who had not yet crossed the line.*

According to the author, "The court consisted of Triton, with his horn, as master of ceremonies, King Neptune and Queen Amphitrite (usually Hampertight), Davy Jones, complete with horns, humped back, and a tail, usually carrying a trident of wood."

Shay states that Davy was the court jester; other characters were added—such as a sea lawyer—who was supposed to defend the victim but always ended up getting him into more trouble.

The ceremony has changed little over the centuries. The Dutch employed the plank, the tank of sea water, interrogation and—of course—swabbing one's face with horrible mixtures before being shaved with a wooden razor. Finally the seaman was entered "on the royal rolls."—ED.

## Big Bridge

SIR: I believe that the photo on page 37, lower left, June 1983 issue, has the Oakland/San Francisco Bay Bridge misidentified as the Golden Gate Bridge.—EWC Paul Mullendore.

• *You're right. That is the Bay Bridge in the background, not the Golden Gate Bridge. This is one of those cases where we said more than we had to in the cutline; the bridge, after all, had nothing to do with the information we were trying to convey.*—ED.

## Reunions

• **U.S. Navy Armed Guard World War II Veterans**—Reunion Oct. 14-15, 1983, Wilmington, N.C. Contact C.A. Lloyd, 5712 Partridge Lane, Raleigh, N.C. 27609; telephone (919) 872-7115.

• **Patrol Bombing Squadron 26**—Eighth reunion Oct. 14-16, 1983, Long Beach, Calif. Contact D.W. Colburn, 26804 Basswood Ave., Palos Verdes, Calif. 90274.

• **Second Armed Guard**—Reunion Oct. 14-16, 1983, Wilmington, N.C., for gunners and officers who served aboard merchant ships during World War II. Contact Leonard W. Carlson, 5894 N. St. Albans, Shoreview, Minn. 55112.

• **Mine Division 54**—Reunion Oct. 14-16, 1983, San Diego. Contact Charlie Geier, 1621 S. Faywood, Anaheim, Calif. 92804; telephone (714) 535-4380.

• **USS Ellyson (DD 454), 1941-1945**—Reunion Oct. 21-22, 1983, Philadelphia. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

• **USS Hurst (DE 250)**—Reunion Oct. 15-16, 1983, Atlantic City, N.J. Contact Charles Laird, 6 Breslin Ave., Haddonfield, N.J. 08033; telephone (609) 429-3783.

• **Syracuse Photojournalism Program (NEC 8148)**—Twenty-year reunion and seminar, Oct. 21-22, 1983, Syracuse University, Syracuse, N.Y. Contact Professor Fred Demarest; telephone (315) 423-2304.

• **"Little Beavers Squadron" Destroyer Squadron 23**—Joint reunion Oct. 27-30, 1983, Washington, D.C., for all who served in the squadron during World War II. Contact C.D. Lail, 159 9th St., Colonial Beach,

Va. 22443; telephone (804) 224-7643.

• **USS Aulick (DD 569) and USS Braine (DD 630)**—Crew members from 1944-45 are invited to "Little Beaver Squadron" reunion Oct. 27-30, 1983, in Washington, D.C. Contact C.D. Lail, 159 9th St., Colonial Beach, Va. 22443; telephone (804) 224-7643.

• **Navy MATS VRs (VR 3, 6, 7, 8, 22 and NATWING PAC)**—Reunion Nov. 3-5, 1983, Reno, Nev. Contact Monte "Red" Umphress, 1348 Hanchett Ave., San Jose, Calif. 95126; telephone (408) 295-0218.

• **USS Mars (AFS 1)**—Reunion Dec. 9-11, 1983, San Diego for crew members who served aboard from 1963 to 1970. Contact Mars Reunion, PO Box 86253, San Diego, Calif. 92138.

• **USS Ogden (LPD 5)**—Planning a reunion. Contact BMCS Jackson, 1715 Tremaine Way, San Diego, Calif. 92154.

• **USS Stembel (DD 644)**—Planning a reunion for those who served aboard from 1952 to 1956. Contact K.M. Jones, 6115 Brand Road, Dublin, Ohio 43017; telephone (614) 889-2679.

• **North Africa, Port Lyautey, French Morocco, Navy No. 214, 1947-49**—Planning a reunion. Contact Larry Ingram, PO Box 9483, Fort Worth, Texas 76107.

• **USS Rockwall (APA 230)**—Planning a reunion. Contact Donald J. Kusnir, 2140 S. Military Trail, West Palm Beach, Fla. 33406.

• **USS LST 134**—Former crew members interested in a reunion, contact Nick Leonoudakis, 310 Ferndale Ave., South San Francisco, Calif. 94080.

• **USS Dunlap (DD 384)**—Crew members interested in a reunion, contact Robert Wallick, 100 S. Main St., Park Rapids, Minn. 56470; telephone (218) 732-5122.

• **USS Hancock (CV/CVA 19)**—Crew members interested in a reunion, contact Charles F. Boyst, 1801 W. Bend Court, Clemmons, N.C. 27012.

• **USS Shangrai-La (CV 38) from 1944-1971**—Crew members interested in a reunion, contact Bob Ketenheim, 26 Magnolia Circle, Shrewsburg, Pa. 19361; telephone (717) 235-7847.

• **USS Louisville (CA 28)**—Seeking former U.S. Navy and Marine crew members who served from 1931 to 1946. Contact Frank Clemens, 6 Stirrup Lane, Chester Springs, Pa. 19425.

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**Polar Star's Journey • See page 28**



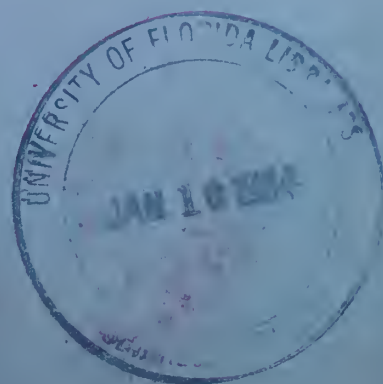
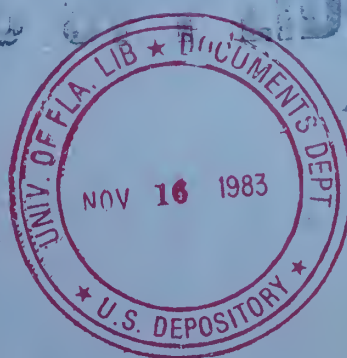
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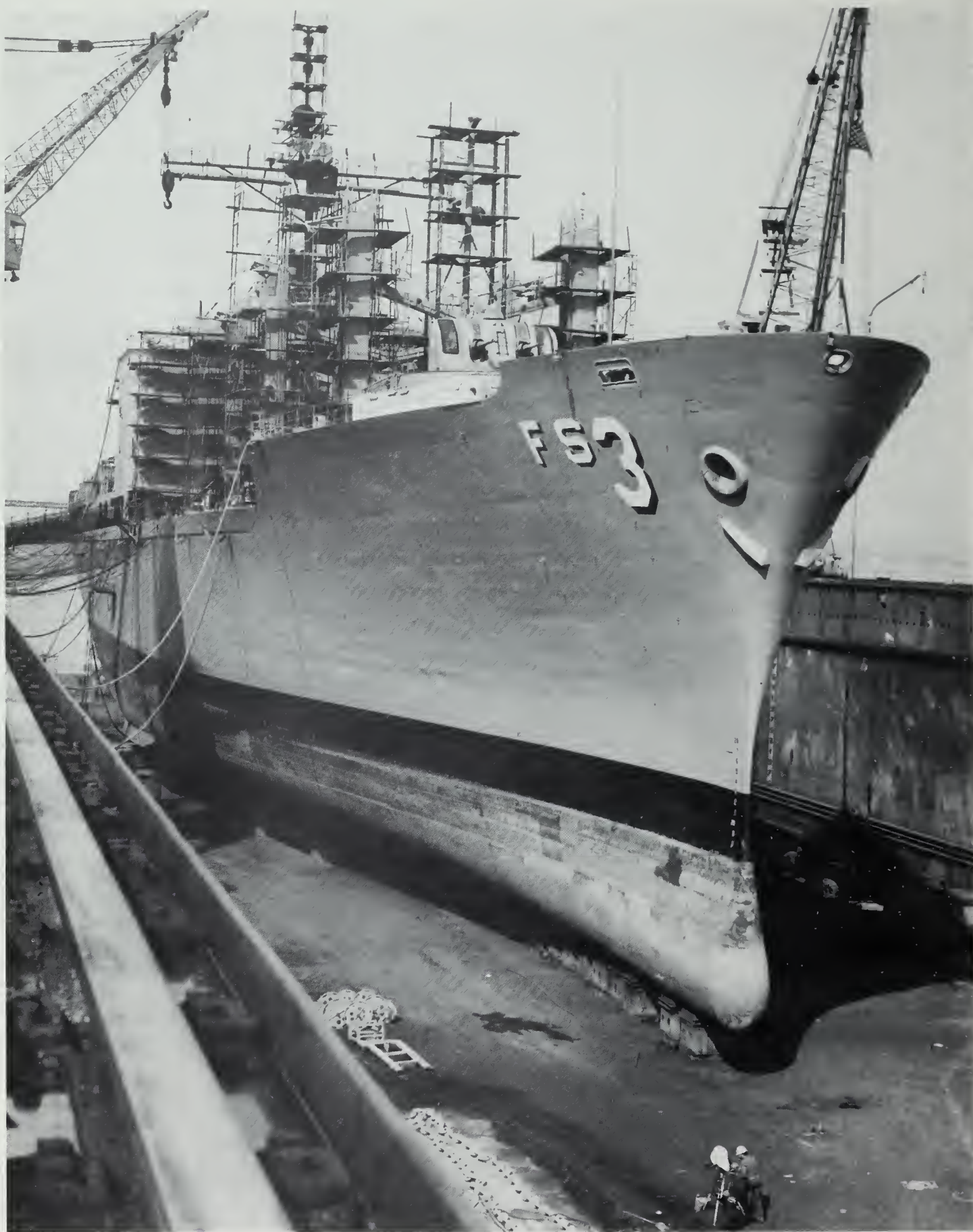
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Plebes Take to the Water



*USS Niagara Falls (AFS 3), in dry dock at Todd Shipyard, San Francisco, Calif., prepares for its home port change to Guam. Niagara Falls is a combat stores ship tasked with replenishing fleet units with everything from food to fuel, repair parts, fresh and frozen provisions, and more. Photo by JO2 Russell L. Coons.*



# ALL HANDS

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Back: Members of Combat Harbor Patrol Division, U.S. Naval Station Rodman, Panama, on joint riverine warfare exercises with the U.S. Army on the Chagres River in Panama. Photo by JO1 P.M. Callaghan, NIRA Det 206.

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# Going Home

By Cmdr. George P. Woodward Jr.,

*Thomas Wolfe said, "You Can't Go Home Again."*

*In this sailor's case, however, he's only partially right; I went back to what was my home 26 years ago—the battleship USS Iowa (BB 61).*

*In 1957, I was discharged from active duty on board Iowa as a second class petty officer. That was after a midshipman training cruise to Rio de Janeiro and Trinidad. The Iowa made one more brief cruise to Scotland for a NATO exercise, then joined the inactive fleet in Philadelphia where it has rested for 25 years until just last fall.*



*Author George P. Woodward Jr. on board USS Iowa (BB 61) in early 1957 when he was an aerographer's mate second class.*

*I went to the Philadelphia area, too, but instead of to mothballs, I went to college. As the years passed, I would see Iowa occasionally, tied up alongside USS Lake Champlain (CV 39), the ship that I served on before reporting to Iowa. They were tied up with other ships of the mothball fleet near the Philadelphia Airport, visible below from planes taking off or landing.*

*Little did I dream then that Iowa would again see active service. Nor did I dream that one day I would get the opportunity to board Iowa again. This past summer—as a reservist on active duty—I got my chance.*





# — to Iowa

In September 1982, *Iowa* was towed to New Orleans where the first phase of its reactivation began. There, in dry dock, necessary work was completed on the hull, two rudders and four huge propellers. Shipyard workers began the task of removing obsolete equipment such as the bunk I had slept in—really just a piece of canvas strung with rope to a metal frame that could be lashed against the bulkhead during the day.

Today's sailors sleep on comfortable foam-rubber mattresses in bunks with privacy curtains and reading lights.

In January 1983, *Iowa* was under tow, this time to Pascagoula, Miss. There, 1,500 workers are completing the reactivation and modernization at a total cost of approximately \$385 million.

Why not just build a new ship? Basically, *Iowa*'s hull, superstructure, powerful engines and 16-inch guns are in almost as good condition as they were when the battleship was commissioned on George Washington's birthday in 1943.

Of the 40 years since, only 12 were spent in active service, making *Iowa* relatively "young" compared with many ships in the fleet. Twice, at the end of World War II and in 1958, it was preserved and protected in the Navy's mothball fleet where temperature and humidity are carefully controlled to prevent corrosion and deterioration. In fact, when *Iowa* was opened up before removal from Philadelphia, one of the first people inside remarked that it looked like the crew had just left for a weekend. Old memos and other papers hadn't even yellowed.

The modernized *Iowa* will increase the operating Navy's capability much earlier than building a new ship from scratch, and for about the cost of a frigate. The armor

plating on *Iowa* is very thick in many places and even thicker around the propeller shafts. The turrets of the 16-inch guns and the conning tower are constructed of hardened steel.

Part of the modernization package includes modern air—and—surface search radar and, for defense against aircraft or missiles, four of the *Phalanx* close-in weapon systems. Each system is capable

of firing up to thousands of rounds of ammunition very quickly. Add to this a 30 knots or more speed, and *Iowa* is far from a sitting duck.

Its 16-inch guns fire 2,700-pound projectiles. Ask any former infantryman from World War II, Korea or Vietnam how comforting it was to know there was a battleship offshore, softening up hostile positions.



*Left: The skill of artist Richard Allison capture the essence of Iowa. Right: With the aid of Navy tugs, Iowa moves down the Delaware River toward the open sea.*



*Iowa* also will keep 12 of its 5-inch guns.

Adding an even bigger punch will be eight armored quadruple box launchers for *Tomahawk* cruise missiles and four quadruple box launchers for *Harpoon* missiles.

Other parts of the modernization package include installation of modern communications and electronic systems, conversion of boilers to burn Navy diesel fuel, a marine helicopter capability, air conditioning, and a sewage collection and holding system to meet present-day anti-pollution standards.

What's it like going aboard after a 26-year absence?

First, I'm still impressed with the massiveness of a battleship. At 887 feet, 3 inches from stem to stern, the deck is just slightly shorter than the length of three football fields, and only about 200 feet shorter than our largest aircraft carrier. Yet *Iowa* is sleek, 108 feet, 2 inches wide, purposely designed to transit the Panama Canal with just a foot or so to spare.

From its keel to the top of the mast, *Iowa* is 209 feet tall, or about as tall as a 20-story building. Its four geared-turbine engines, each of 53,000 horsepower, can move it through the water at speeds in excess of 30 knots.

The compartment on the bridge in which I worked, and occasionally slept on a camp cot during hot weather, seems tiny and cramped, even with all equipment removed. I have a closet or two in my home

*Cmdr. Doug Meyer, in charge of the task element responsible for transferring the battleship Iowa from Philadelphia to the Gulf Coast, talks about the journey after the safe delivery of the ship.*

that are larger. They've sealed the only porthole in the compartment and right outside is a steel platform for one of the *Vulcan*, *Phalanx* launchers. Getting through the narrow passageways and up and down the ladders wasn't as easy for me as it was 26 years ago.

Everywhere you look, shipyard workers in hard hats are cutting out or welding in steel plates; sparks from acetylene torches make it look like a Fourth of July celebration. Huge cranes alongside the dock are lifting equipment on and taking it off. Stacks of blueprints are everywhere; somehow, skilled yard workers are able to figure out what comes off and what goes on and where.

In an open area adjacent to the ship, the 5-inch gun housings are being refurbished; the gun barrels were sent to the Naval Ordnance Command, Louisville, Ky., for reworking. The 16-inch guns point in all directions as workers inside the huge turrets work on the hydraulic systems and get them ready for firing again.

Down inside the ship, a maze of ducts brings in fresh air for the workers while miles of hoses carry acetylene and oxygen for the welders. Subassemblies, crates, boxes and parts lie everywhere, yet there

is organization and a timetable for when and where everything goes.

The dentist chairs and equipment, lockers, sick bay equipment and other gear that will stay on board are carefully protected with plastic wrapping. Remove the plastic, and it would appear that the dental lab and sick bay could begin handling patients immediately.

A battleship is a floating city for as many as 3,000 officers and men during war time. Huge refrigerated compartments are designed to hold tons of fresh and frozen food right next to huge magazines. In the laundry, the steam-pressing machines are ready and waiting. Still on the bulkheads are signs telling what division was once

*Iowa's* first assignment after commissioning in 1943 was in the North Atlantic to neutralize the threat from the German battleship *Tirpitz*, then reportedly in Norwegian waters and set to strike in the North Atlantic.

That fall, it carried President Franklin Delano Roosevelt and his party to Casablanca, in North Africa, on the first leg of his journey to the historic Teheran Conference with Winston Churchill and Joseph Stalin. *Iowa* then returned the pres-





responsible for this compartment.

They are welding shut what were the portholes in the projection booth that showed movies to the crew at night on the fantail. This structure will become the aviation service center. A closed-circuit TV system will be installed for the crew's entertainment and to keep them informed.

Words like impressive and massive just don't do a battleship justice. Upon completion in mid-1984 when *Iowa* joins its sister ship USS *New Jersey* (BB 62), recommissioned last December, it will help provide naval gunfire needed to support amphibious operations of any U.S. forces on beaches or in coastal waters anywhere in the world.

Battleships like *Iowa* can serve as the predominant unit of a surface ship action group working with carrier battle groups or as an independent force when there is a greater need for carriers elsewhere. They also have the ability to be a formidable naval presence, showing the U.S. flag to friend and foe alike in various parts of the world easily reached because of the ship's long operating range.

A relic of days gone by? Hardly. As Vice Admiral Robert L. Walters told Congress in 1981, "Reactivation of the four *Iowa*-class battleships will provide the United States with an impressive augmentation of offensive combat capability in the most survivable warships ever built.

With the addition of modern cruise missiles to the already impressive conventional gun battery these ships possess, and a modern missile defense capability through the close-in weapon system, they will become a welcome addition to any battle force."

To date, more than 3,700 retirees and reservists have answered the call to return to active duty aboard *Iowa*. A large number of active duty people also have volunteered to serve.

Perhaps years from now, its crew of the 1980s will look back fondly on their duty aboard USS *Iowa*—just as I do. Perhaps they'll long for a chance once again to serve aboard a battleship in the U.S. Navy.

## A Proud History

ident safely to the United States.

Because of its speed and endurance, it took four different groups of destroyers, operating in relays, to guard *Iowa* and the president on each part of the round trip.

*Iowa* transited the Panama Canal in early 1944 and reported to the Pacific Fleet. It participated in strikes against hostile positions from the Southern Pacific to the Japanese mainland. In June 1944, it participated in the "Marianas Turkey Shoot."

*Iowa*'s gunners helped repel four mas-

sive air raids on the fast carrier task force, resulting in the almost total destruction of Japan's carrier-based aircraft. Two hits from Japanese 4.7 projectiles did only minimum damage to the ship.

In August 1945, *Iowa* steamed into Tokyo Harbor to land occupation troops and to play a dominant part in the Japanese surrender.

In 1949, it was decommissioned and placed in the mothballs in San Francisco, only to be recalled in 1951 to support

United Nations' forces in Korea. *Iowa*'s big guns silenced shore batteries and provided support gunfire for American and United Nations' ground troops. Following the end of the Korean War, *Iowa* returned to the Atlantic, taking part in various NATO exercises and serving as Sixth Fleet flagship in the Mediterranean.

It was decommissioned in February 1958 and placed again in mothballs in Philadelphia until late last year. *Iowa* earned 11 battle stars.



# Keeping the Big Guns Safe



KA-BOOM! A 2,700-pound projectile fires from a 16-inch gun, spiraling through the 68-foot barrel and hurtling at twice the speed of sound toward its target some 23 miles away. In 30 seconds, another eight rounds are fired. With each 700-degree Fahrenheit, high-pressure blast of a huge projectile through the mammoth gun, the barrel deteriorates a bit.

To keep the guns safe, the Navy has set stringent wear limits on its gun barrels. A barrel must be replaced when its safe wear limit is exceeded.

Of course, barrels must be checked periodically to determine wear. The Navy requires these inspections annually on all its guns. But few installations in the Navy today have the expertise to inspect the intermediate- and large-caliber guns aboard battleships.

During the reactivation of USS *New*

*Jersey* (BB 62), the Naval Surface Weapons Center at Dahlgren, Va., was among the activities called on to inspect the condition of the 5-inch/38-caliber and 16-inch/50-caliber guns aboard the battleship. During the inspection, severe wear in four 5-inch gun barrels and damage to one 16-inch gun barrel were detected. The worn 5-inch barrels were replaced and the damage corrected on the 16-inch barrel.

Since battleships are the only U.S. Navy vessels that carry their own gun inspection equipment, NavSWC also instructed *New Jersey* crew members in proper procedures for inspecting barrels.

As *New Jersey* started sea trials last fall, *Iowa* (BB 61) was towed from her berth at the Naval Inactive Ship Maintenance Facility Detachment in Philadelphia to begin reactivation. As with *New Jersey*, *Iowa*'s guns also needed to be inspected.

NavSWC's inspection was different this time, however, because the battleship was just starting overhaul, and the crew was unable to assist in the inspection. Since all of *Iowa*'s 5-inch guns had been removed for overhaul and the installation of new barrels, NavSWC was limited to inspecting the nine 16-inch guns. Still, it was reported that the barrels of those big guns are in excellent condition.

Whereas *New Jersey* was recommissioned during the Vietnam War, *Iowa* had been in reserve since 1958; it last saw service during the Korean War. *New Jersey*'s 16-inch barrels showed an average of 40 percent of allowable wear when they were inspected during the ship's reactivation last year. On the other hand, the NavSWC team found *Iowa*'s big gun barrels to be almost as good as new—wear ranged from 3.8 to 7 percent of the allowable limit.



# New Life for Downed Helo



In a race against time, the combined efforts of USS *Saratoga* (CV 60), aircraft from two helicopter anti-submarine squadrons, and members of an explosive ordnance disposal group detachment recently saved "Troubleshooter 615," a multimillion dollar Navy helicopter.

That operation was one of the first successful recoveries of a downed and inverted SH-3 Sea King helicopter from the Atlantic.

"Troubleshooter 615," from Helicopter Anti-submarine Squadron Three, developed major mechanical difficulties and was ditched 90 miles east of Jacksonville, Fla. Aboard were pilot Lieutenant Wade J. Gerrard, co-pilot Lieutenant Junior Grade Karl A. Rabenhorst, first crewman Aviation Anti-submarine Warfare Operator Second Class Joseph L. Dalora and second crewman Aviation Anti-submarine Warfare Operator Third Class Brian E. Culliton.

Just moments after the emergency water landing, rescue operations began, and one of the other four helicopters operating with "Troubleshooter 615" rescued the crewmen and returned them safely to *Saratoga*.

While the crew was being rescued, another helicopter which had also been operating with the "Troubleshooter" flew to *Saratoga* to pick up flotation equipment and specially trained personnel. Minutes later, six sailors entered the cold waters. Only the nose of "Troubleshooter 615" remained above water.

Four aircrewmembers struggled in the sea for 20 minutes trying to attach flotation bags and a flotation collar. Once the collar was attached, two explosive ordnance disposal divers maneuvered a sling under the helicopter so that *Saratoga* crew members

could later attempt to raise the downed aircraft onto the ship.

When *Saratoga* arrived, "Troubleshooter" was just barely underwater due to its flotation collar. That position enabled a boat crew to tow the aircraft to a recovery station where teams of sailors waited to position it near the crane on the ship's starboard side.

Up to this point, the rescue operation had progressed smoothly. However, it was at this stage of the rescue that several helicopters had been lost or severely damaged in past recovery attempts.

"It was really a hairy situation," Aviation Ordnanceman First Class Frank J. Magner said. "The lifting line wasn't long enough so we had to go with the surges to lift the bird enough to connect the line."

Unlike past experiences, the line was

connected successfully and the slow process of rotating the aircraft began. When the helicopter's position was stabilized, the main hoisting hook was connected to the sling that was already in place. Then the aircraft was carefully lifted by crane out of the water and onto the carrier's deck.

With "Troubleshooter" safely on board, *Saratoga*'s maintenance crews began the tedious task of removing the salt water trapped inside the frame. Without such maintenance, all of the metal on the helicopter would have corroded.

As a result of the quick action and teamwork, the Navy has back in service a helicopter that cost \$1.5 million when new in 1969; today's replacement cost is estimated at \$10 million.





# Engineering Duty Officer School

The Engineering Duty Officer School at Mare Island, Calif., is the Navy's principal training activity for restricted line officers who provide the Navy with technical expertise and practical engineering judgment in all aspects of a ship's life cycle. Naval officers first, technical experts second, these men and women provide the crucial link between the operational requirements of a ship at sea and the technological and industrial base ashore.

Like military engineers of long ago who probably created the stone-throwing catapult and the giant crossbow, EDs are today's creators of the *Aegis* combat and missile systems, surface and submarine sonars, propulsion systems and other so-

phisticated equipment. Some EDs are ship engineering specialists, managing shipyards. Some are technical managers engaged in research. Others procure new ships and systems for the fleet.

According to Captain H. Pack Willimon Jr., commanding officer of the ED school, "The stated mission of the school is 'to improve the professional proficiency of EDs through training in practical, non-theoretical aspects of their profession as related to engineering, and industrial man-

*Right: Capt. H.P. Willimon Jr., the school's CO; Below: The school's staff assembles for a conference, (l-r): J. Lee, M. Ardales, E. Sutton, Lt.Cmdr. W. Nitsche, Capt. Willimon, Cmdr. K. Frick, Lt.Cmdr. J. Thompson and YN1 M. Vernon.*







*Students Lt. J. Fitzgerald and Ensign M. Morgan with one of their shipyard instructors.*

agement aspects of the ship life cycle.' The ultimate goal of that effort is to provide ships and systems which can be operated reliably and safely to conduct prompt and sustained operations at sea in support of national objectives.

"These words are not mine; you've heard them from the Secretary of the Navy and you'll hear them from Admiral John D. Bulkeley, the president, Navy Board of Inspection and Survey," Willimon added. They are implanted permanently in the minds of all the men and women who, in reality, *are* the Navy.

"The school attempts to provide an overview and insight to enable them to achieve their goal. We don't try to teach what is right or wrong; we teach which decisions must be made and the considerations involved."

The factors considered in making decisions are many, and an amazing amount of material is covered in the six-week basic course. Topics run from the physics and metallurgy of welding to the planning,

programming and budgeting system of the federal government. Also covered are research and development, acquisition, ship design, combat systems, contracts and contracting, naval supply, ship maintenance and modernization, Naval Sea Systems Command and its field activities, Naval Electronics Systems Command and its field activities, civilian personnel management, and diving and salvage.

According to Lieutenant Commander Wayne Nitsche, basic course director and assistant for combat systems, there are two significant strengths in the basic course. "The first is the wide spectrum of material covered. Regardless of which area of 'the business' an ED is working in, he or she must understand the entire mechanism to get things done and to make good decisions. The data rate at the school is extremely high, but we find that our students have huge appetites.

"The second strength lies in the method of delivery. We introduce the skeleton and mechanics of a subject area. Then an ED

officer or other leader responsible for that area follows up with more detailed training. This accomplishes two important things: first, the meat supplied to the skeleton is current and practical; and second, the students become confident that our leadership is deeply involved in their training."

And they *are* deeply involved. A typical six-week basic course will include sessions with three or four flag officers and numerous other leaders, such as major program managers, activity commanders and major command division heads.

Most of the senior ED leaders can find their way to Mare Island, building H-72 in their sleep. Faced with busy schedules and hard, long hours, they enthusiastically pack up and head for the school when they are needed. Then they turn right around and get back to their jobs.

Commodore Myron V. Ricketts, Deputy Commander for Ship Design and Engineering of NavSea, points out that the guest speakers also gain personally from their visits. During a recent trip to the school for a classroom session and as a graduation speaker, he said, "I enjoy the school visits and the talks I have with the troops in the trenches. It brings me back to earth and, more importantly, it pumps me back up.

"You need to recognize that enthusiasm and spirit work in two directions. I, along with most other senior officers, need the contagious enthusiasm of the younger set."

The sharing of enthusiasm and professionalism is one of the objectives of the school's midcareer course. Soon after an ED is selected for commander, the individual is invited back to the school for two weeks to exchange information on what is going on in the community, to be updated technically and to be briefed on current program issues. This is provided by the school staff, guest lecturers and the students themselves. At this time in their careers, they are deeply involved in the business of technical administration and life cycle management.

According to Commander Ken Frick, executive officer and midcareer course director, "The midcareer course is unique



to the engineering duty community. The course is designed to update newly selected ED commanders on recent developments and programs affecting naval systems and the ED community.

"The course affords all ED commanders an opportunity to remove themselves from the day-to-day challenges of demanding jobs. Here, they can spend two weeks increasing their professional knowledge of the entire spectrum of the ED's business and prepare themselves for expanded responsibilities of future assignments.

"Feedback from former course attendees," Frick added, "consistently singles out the one-on-one career counseling which every student receives from an ED flag officer as a significant professionally rewarding aspect of the course."

As with the basic course, the support that the midcareer course receives from the senior members of the ED community is without precedent. During a typical two-week midcareer course, at least five ED flag officers will be in attendance as guest lecturers and to provide career counseling.

In addition to the basic and midcareer courses, the school sometimes holds specialized senior management courses for supervisors of shipbuilding or for naval shipyard managers.

The ED school also assists in administering the Engineering Duty Qualification Program. EDs are not considered fully

qualified until they have completed the school's basic course, attained a minimum of a master's in a technical area, such as engineering or physics, and completed the rigorous qualification program during their first ED tour.

This qualification program consists of developing technical expertise in certain assigned areas, gaining an intimate familiarity with the workings of their own command, and demonstrating a detailed knowledge of all aspects of the ED business, such as that first presented to them in the basic course.

Lieutenant Commander Jerry Thompson, assistant for electronic systems, administers EDQP. He said, "The completion of EDQP is a significant career milestone shared by all ED officers. The program is a common experience which instills pride and professionalism within the ED community.

"After completing the basic course, candidates are given up to two years to complete their qualification requirements and then must pass a rigorous, comprehensive oral examination administered by a board of experienced senior officers and civilians."

According to Thompson, several recent candidates have completed their qualification program within a year. This illustrates the enthusiasm and "can do" spirit which is becoming more and more prevalent in our younger EDs, he said.

The ED school was established by Vice Admiral R.C. Gooding, Commander, Naval Sea Systems Command, in September 1974. Since then 759 officers have graduated from the basic course, and 391 from the midcareer course. This is a healthy percentage of the ED community, which numbers about 1,200, and the impact has been far-reaching. The ED school is under the direction of Chief of Naval Technical Training Rear Admiral R.C. Austin.

Ernest Sutton, director of training and also a plank owner of the school, says, "The success of the school has been phenomenal. Since the completion of the first class in the fall of 1974, it has enjoyed high marks from both of its sponsors and its students. I believe credit for this success rests largely with the engineering duty officer community itself. From the beginning, the school had enjoyed complete support from the total ED community. The assigned military instructing staff has always come from the cream of the EDs. The fact that the first officer in charge of the school, Commander Mal MacKinnon, has now been selected for commodore bears proof of the quality of the personnel sent here as faculty.

"The guest lecturers have been as outstanding," Sutton continued, "each class is supported by a guest faculty mostly comprised of the ED technical professionals who are actually in the billets for which the students are trained.

"When you join the staff and guest faculty with the vigorous, competent students being accepted into the ED community today, success is a natural result."

Accession to the ranks of the ED community can be made either directly from a college or university at the ensign level, or by a transfer from the unrestricted line. Accession standards are fairly stringent, and waivers are considered only for proven performers. For additional information, write or call the office of ED Plans and Policies, Naval Sea Systems Command (SEA 00Z), Washington, D.C. 20362, Autovon 222-8503 or commercial (202) 692-8503.



*Director of Training E.L. Sutton Jr. working with students of Basic Course 2-83B.*



# Acadia Helps Children

Story by K.L. Chandler  
Photos by D.J. Wilkins,  
USS Acadia (AD 42)



The children in two African cities benefited by the good will of more than 100 volunteers from USS *Acadia* (AD 42) during port visits in April.

In Mogadishu, Somalia, *Acadia* sailors befriended orphan children for two days while making repairs to the Families of Children Orphanage. The Canadian-sponsored orphanage struggles to survive on private donations.

After being contacted by U.S. Information Service Representative Terry Eakin in Mogadishu, *Acadia's* chaplain, Lieutenant Jack Hartman, contacted the director of the orphanage and toured their quarters. Planning teams from *Acadia's* repair

department then surveyed the situation and developed a plan of operation.

Crew members from each division became involved in the project. The supply department donated paint, cleaning gear and other items necessary to repair playground equipment, shore-up structural flaws in the buildings, and accomplish other general repairs. The medical and dental departments examined children and donated supplies for future use.

The crew raised almost \$700, enabling one girl to travel to Kenya for eye surgery. She received nursing care for three days on board *Acadia* before traveling to Kenya. An additional \$669 was donated to the

orphanage for future work.

In Mombasa, Kenya, *Acadia* sailors and African students worked together to build a track field for the Mombasa Baptist High School. Before pulling into port, *Acadia* was contacted by the American consul, Robert Gribben, and asked to help with the project. *Acadia's* draftsmen went to work designing the track and drawing up the blueprints.

Designing the track without having seen the site created a minor problem. The Kenyan government protects mango trees, and several large mango trees grew in the path of the track. To avoid destroying any of the trees, the original plans were altered making the track more egg-shaped than round.

The first day of the two-day project involved marking the perimeters of the track with stakes. The following day, colored cement blocks were set in the ground every 5 meters. The track will be used not only for high school meets but also for other events such as local Special Olympics.



*At Mombasa Baptist High School in Mombasa, Kenya, Lt. Jack L. Hartman and PN2 Peter P. Garm Jr. (l-r above) break ground for a 440-meter running track which Acadia crew members designed and then built. A week later, Acadia crew members (left) paint a dormitory and build bookshelves and porch stairs at the Families of Children Orphanage in Mogadishu, Somalia.*



# Cash for Your Ideas

## Their

Storekeeper Second Class Michael P. Schaefer's new method for servicing the nickle-cadmium battery system in the AN/PRC-94 (A) portable radio saved the Navy \$200 annually. More savings are expected because of the radio's widespread use.

...

Lieutenant Commander Boyd C. Fowler's suggestion for fixing damaged blades in case and vane assemblies on the TF-41 aircraft is expected to save the Navy nearly \$4 million. He suggested swapping good parts among otherwise damaged assemblies at the intermediate maintenance level. Fowler, power plant officer at Cubi Point Naval Air Station, Republic of the Philippines, was awarded \$2,500.

...

Converting the BRA-9 radar mast on *Skate*-class submarines for use with the BRA-34 system required cutting access into the mast. This frequently led to replacing three cables, at \$15,800 each, which were usually damaged in the process. Electronics Technician First Class Lawrence D. Bloom, of the Naval Submarine Base, Pearl Harbor's Repair Department, installed ports in the faired mast for easy access to clamps and connectors needed for the conversion. He saved the Navy more than \$47,000 and earned himself \$1,040.

A diesel blower boring tool designed by Machinery Repairman First Class Eleaser D. Tolentino is expected to save the Navy nearly \$600,000 and reduce unnecessary cuts into submarine hulls and perhaps surface vessel hulls as well. Boring a blower required putting a submarine in dry dock, cutting into the hull, removing the blower, sending it to a factory and waiting about a year for its return. Tolentino, who also works at the Pearl Harbor Submarine Base, made what award administrators called "an invaluable and inexpensive tool" that bores the blower in about three weeks aboard ship without dry docking or hull cuts. He was awarded \$4,200.

...

Senior Chief Electronics Technician Lionel C. Mhyre and Aviation Electronics Technician First Class William B. Scruggs, both at Whidbey Island Naval Air Station, Wash., saved the Navy nearly \$21,000 and shared a \$1,000 award for modifying the AN/AWM-54 test set function switch to





Got an idea that could save money for the Navy? Know how to do a job easier and faster? Think you can figure out a way to modernize an old process?

Go to it. Write down your suggestion and get in on the Navy's cash awards program. Your idea can mean money in your pocket.

Last year, Navy military and civilian people saved the government nearly \$123 million and earned nearly \$16 million in awards. Civilians earned more than \$15

## Ideas Are at Work

turn off stray voltage instantly. This prevents a fast-acting fuse from blowing, even when full-firing circuit voltage is applied.

...

Lieutenant Bruce L. Chase saved the Navy nearly \$26,000 and earned himself \$2,150 by automating quality assurance documentation at the Naval Submarine Support Facility, New London, Conn.

...

Leon R. Howard, a mechanical engineering technician, and Master Chief Engineman Arthur F. Taylor, both at Naval Sea Support Center, Atlantic Detachment, Portsmouth, Va., saved the government more than \$600,000. Overrunning clutches on *Newport*-class LST engine turbochargers sometimes fail, and repair parties used to take about 96 hours to cut a hole in the deck, remove the broken turbocharger, replace it and repair the deck. It also took four to six months for the faulty unit to be sent to the factory, be repaired and returned for further use. Taylor and Howard discovered that only 12 rollers in the overrunning clutch required replacement in such cases and showed how it could be done in place by just two people working 24 hours. And the deck didn't have to be cut. Net effect was to triple the life of the turbochargers. The men shared a \$2,105 award.

...

Jimmie Bennett, attached to the Supervisor of Shipbuilding, Conversion and Repair at Jacksonville, Fla., proposed alterations to the AN/SLQ-32 antenna platform on FF 1052-class ships. This improved integration of the platform legs to the ship structure and reduced the amount of structural changes to the ship's deck house. He received \$1,700 based on tangible benefits of \$600,000.

...

Martin Cohen, Naval Ship Systems Engineering Station, Philadelphia, Pa., received \$1,785 for suggesting the use of less expensive lenses in boiler inspection devices.

...

Arch Carey and John R. Smith, civilian employees at the Marine Corps Logistics Base, Barstow, Calif., saved the government more than \$298,000 with their suggestion to clean continental 1790 diesel engine cylinder lugs and rocker

arm assemblies by vapor honing rather than by hand. They shared an award of \$4,692.

...

Donald J. Altobelli, a civilian at the Naval Air Propulsion Center, Trenton, N.J., received a \$1,500 Special Act Award for overcoming a problem with the spiral bevel gear in the main transmission of the UH-1N helicopter. "Changes initiated as a result may save lives, will save considerable repair costs and improve the operational safety of all squadrons operating UH-1N and AH-1J helicopters," according to official reports.

...

Frederick Reinisch Jr., an electronics mechanic at Long Beach (Calif.) Naval Shipyard, was awarded \$2,830 for making a device to straighten rotary couplers on SPS-10 surface search radar when they get out of alignment instead of replacing them. The new method is expected to save \$70,000 the first year.

...

John Kushner, a production controller at the Naval Air Engineering Center, Lakehurst, N.J., saved the Navy \$55,000 by having a primary flight control station mock-up moved from his facility to the neighboring Naval Air Technical Training Center for training. It could have cost up to \$270,000 to build a new station at the training center. Kushner received \$2,350 for his suggestion.

...

Christopher Conrad, a quality assurance specialist at Naval Air Rework Facility, Norfolk, Va., found a safe way to blend and reuse previously rejected beryllium brake parts for the F-14 aircraft. His method saved the Navy more than \$4 million the first year. Conrad received \$5,225 for his idea.

...

The people whose money-saving accomplishments are listed above are only a few examples of all those Navy military and civilian people who took the time to work out solutions to problems and make written suggestions. You can do the same. Next year, you can add your name to the growing list of those who are saving money for the Navy and earning extra money for their efforts.

million with 17 receiving \$1,500 or more. Uniformed Navy people and Marines suggested tangible benefits worth more than \$10 million in savings and earned themselves some \$213,000 in the process. Eleven of those military people were singled out for special recognition in addition to their cash awards.

But much more can be done and the Navy wants you to get your share. Last year, only 1,086 Navy military people—about two sailors in every 10,000—submitted ideas. But the Navy knows there are many more people out there with ideas rolling around in their heads.

Ideas can be in the form of inventions, suggestions or scientific achievements. They should propose ways of doing things

better, faster, cheaper or safer. They could be ways to improve services to the fleet; increase productivity; conserve energy, manpower, materials, time or space; increase health and safety; improve product quality; or reduce costs without loss of quality or efficiency.

Individuals or groups may submit suggestions, but to earn money, your suggestions must be specific, with workable solutions that are beyond your normal job duties.

Your suggestions don't have to be adopted Navywide to earn money; commanding officers have the authority to award up to \$2,500 for ideas that benefit their commands.

Also, an article published in a scientific

or technical journal, newspaper, periodical or other publication can earn an award. For example, Machinist's Mate Second Class William Jefferson and Machinist's Mate Fireman Michael Lucero recommended a modification to anodes used in electroplating—a convenience that could be used optionally in the fleet. Although the proposal wasn't adopted Navywide, it was published in *Deckplate*. Jefferson and Lucero shared a \$50 award.

Civilian and military awards are made under different programs, but the main purpose of both is to help the Navy—the government—save money. At the same time, you can earn as much as \$25,000 for your ideas.

It's easy to submit a suggestion: simply

## Performance Counts

Earning a highly satisfactory or outstanding performance evaluation can mean money in the bank for Navy civilians under the Navy's recently revised Incentive Awards Program.

The civilian program has been streamlined, its paperwork requirements and the processing time has been reduced. Also, award-giving authority has been extended to lower command levels. Time-consuming, costly awards committees are strongly discouraged.

Major revisions were made in July 1982 when Civilian Personnel Instruction 451 went into effect to supplement the "Federal Personnel Manual's" Chapter 451. The new instruction included changes required by the Civil Service Reform Act of 1978. Two OpNavNotes, 15 instructions, two reports, five forms and three messages were cancelled as a result.

Considerable responsibility for Incentive Awards Programs has been delegated to Echelon I and II commands. Activities can tailor established awards to local requirements and create new ones recognizing productivity, length of service, publications, community service and

accomplishments in equal employment opportunity, and occupational safety and health.

Bob Alexander, the Navy's Incentive Awards Program administrator, Civilian Personnel Policy Division, Office of the Chief of Naval Operations, said the revised instruction "substantially alters the program's philosophy and content. It frees management from unnecessary regulatory constraints and paperwork. Activities have an unprecedented opportunity to increase the effectiveness of their Incentive Awards Program. The instruction provides the framework for activities to develop their own incentive awards plan, and shape a program responsive to local needs. The revised program should provide maximum flexibility to motivate improved employee performance and productivity."

The instruction recommends improving award programs by delegating authority to make cash awards to line managers. It calls for minimizing review levels in the award approval process, setting time limits for processing awards and eliminating activities incentive awards committees.

"Slow processing plagued the program

and generated complaints and frustration," Alexander explained. "Processing time should be reduced if activities follow the new recommendations."

Another change ties recognition to current performance evaluations, virtually eliminating those long-winded award write-ups. Written justifications no longer are required for Quality Salary Increase and Sustained Superior Performance awards. These are requested within 60 days of the employee's performance rating, provided the summary rating is highly satisfactory or outstanding.

Award requests submitted 60 days after an evaluation or for employees whose summary rating is below those levels still require written justification. Award recommendations, however, can be made at any time.

The minimum performance period for a quality salary increase has been changed from three months to six months and larger cash amounts—up to 15 percent of an employee's salary—have been approved for Sustained Superior Performance awards. Civil service employees in the merit pay system are eligible either for a Sustained



put it in writing. Include drawings, schematics or statistics as needed to support your idea. Suggestion forms are available at most commands and through the Navy supply system, or a suggestion can be submitted in the form of a letter. Specific information about the Military Cash Awards Program—better known as MIL-CAP—is contained in OPNAVINST 1650.8A.

So, if you do have a good idea, don't sit back and wait for someone else to solve the problems you see on the job. The Navy needs your ideas now. And when your suggestion is adopted and you have a check in hand, you'll be glad you made the effort. So will the Navy.

—By *Kenneth J. Rabben*  
and *JO2 William Berry*

Superior Performance or a Merit Pay Performance Award.

A merit pay employee can get a Merit Pay Performance Award or an amount that does not exceed a full Sustained Superior Performance Award during the rating year—July 1 through June 30.

Activities also have greater latitude in the amount of cash they can award. "There are no minimums, only established ceilings. It is up to activities to determine a reasonable and appropriate awards scale," Alexander said.

"Activity heads also can establish new honorary awards, such as engineer of the quarter, and recommend new types of cash awards for approval by the activity's headquarters," he added.

Alexander also pointed out that activities are no longer required to provide length of service awards every five years, beginning with completion of 10 years' federal service. The revised instruction requires length of service awards only every 10 years.

—*KJR*



**New surface for flight decks.** Dr. Robert Brady of the Naval Research Laboratory, Washington, D.C., examines the impact resistance of a test plate of a new surface coating for aircraft carrier flight decks. Present-day, non-skid coatings on carriers must be resurfaced at least twice a year at an annual cost of about \$3 million. NRL tests so far have demonstrated that new non-skid surface formulas do not deteriorate as easily as current carrier surface coatings. Thus, they will eliminate jet engine foreign object damage aboard aircraft carriers and its high repair costs. *Photo by Dan Boyd, NRL.*

## All in a Day's Work

Story by JOC Glenna Houston

Photos by PH1 Carolyn Harris, PAC, Norfolk, VA.

When a Navy search and rescue unit went to the aid of a capsized ship off the Virginia coast, the team was just doing what they get paid to do.

One member, Petty Officer Second Class James D. McCann II, earned the Navy and Marine Corps Medal for his efforts in rescuing crewmen from the collier *Marine*

*Electric* on Feb. 12, 1983. McCann, however, wasn't the only one of NAS Oceana's five-member SAR unit to face danger.

All team members' lives are on the line when the Virginia Beach-based team flies to the rescue of a downed aircraft or a ship in trouble.

Their H-3 *Sea King* SAR helicopter reached the area of the *Marine Electric* tragedy—about 30 miles off the coast—at 6 a.m. The team expected to find crewmen in life boats, but the scene was harshly different.

"When we made our approach, all we could see were blinking lights that turned out to be reflective tape on life vests," McCann said. "It looked like salt or sugar sprinkled on black paper."

A Coast Guard helicopter already on the scene had no rescue swimmer, so McCann, wearing a wet suit, was lowered into the 37-degree Fahrenheit water with 20-foot swells:

"It was like my lungs stopped working when I first went in. It was easy to exhale, but terribly hard to inhale."

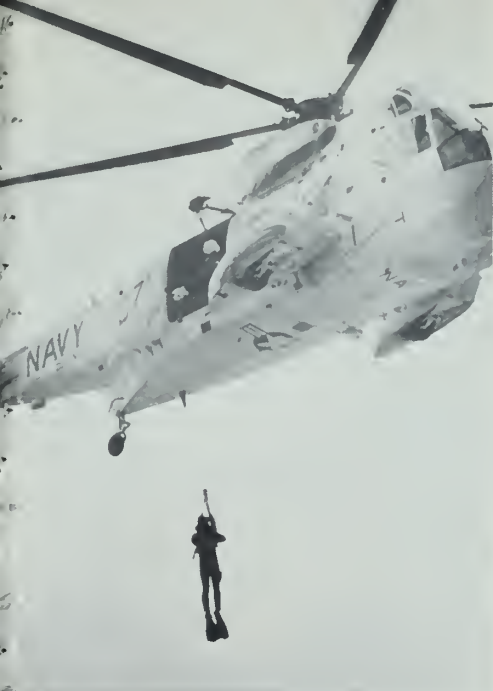
"I couldn't see anything because the swells were so high. The Coast Guard helicopter would pick me up and lower me as close to a victim as they could; then I'd drag him over to the rescue basket. The basket was underwater most of the time, and I had to hold the person's jacket with one hand and the top of the basket with the other to keep them together until the basket was hoisted by the helicopter."

Meanwhile, the Navy crew searched for signs of life from other people in the water.



Upper left: SAR mission commander Lt. Cmdr. William Sontag. Left: AMS2 James McCann II gets ready to go out on the helicopter's hoist.





Petty Officer Second Class Stephen L. Scarborough, the crew chief, helped direct the pilot so the rescue sling could be lowered into the water in hopes someone would grab it. No one did.

The *Marine Electric* crewmen had been in the water more than two hours when the Navy team arrived. The maximum survival time in 37-degree water without insulated gear is two hours and 15 minutes.



"It was an experience I'll never forget," said Hospital Corpsman First Class Welby D. Jackson. "I can deal with heart attack victims, broken bones or other injuries, but seeing all those people floating in the water was hard to handle. I wanted to go into the water so badly, but it would have been dumb. There was really nothing I could do."

Three men from *Marine Electric* were saved and 24 bodies were recovered. Seven were missing and presumed drowned.

Near the end of his efforts, McCann feared for his life when a merchant ship aiding in the rescue passed too close. He thought the undertow from the ship's screws would pull him down. The helo couldn't get close enough at first to pull him out without getting into danger itself. Finally, he was able to swim far enough from the ship for the helicopter to pick him up.

McCann was later treated for hypothermia.

"I just wish there was some way we

could have been there sooner," McCann said.

"It was difficult for me, too," said Navy pilot Lieutenant Junior Grade Kevin Lynch. "I wish that there had been something more we could have done."

McCann received his medal on Feb. 18 for "courageous and prompt actions in the face of great personal risk" from Vice Admiral Thomas J. Kilcline, commander of the Naval Air Force, U.S. Atlantic Fleet. McCann's shipmates, including Lieutenant Commander William Sontag, the aircraft commander, received letters of commendation.

"We've never been called into a situation where we had to launch cold," Sontag said. "You hear a lot about readiness. I'm glad to know we could do it when it was needed."

*For his "courageous and prompt actions in the face of great personal risk," SAR swimmer McCann (shown at left being lowered into the water and below center at attention) was awarded the Navy and Marine Corps Medal.*



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# SAILING

## Not 'Just for the Fun of It'

Some think of sailing as fun. Others think of it as a sport. The Naval Academy at Annapolis, Md., however, goes further by making sailing a requirement of plebe summer.

By the end of their first week of training, huffing and puffing, and acquiring a new vocabulary consisting of "Yes, ma'am" and "No, sir," all 1,350 members of the class of 1987 had also tasted the thrill of skimming the water.

"As far as sailing goes, you learn quickly," Plebe Thomas Maxfield said. "They put you in a situation where you have to do it, and so you do."

Under the Division of Professional Development, 60 newly commissioned academy graduates ran the summer sailing program. (The officers involved reported to flight training or other schools later in the fall.)

At first, small groups of plebes ventured out in the 24-foot knockabouts; others formed larger groups and sailed the 40-foot yawls. By the end of the summer, plebes became eligible to take boats out by themselves for the remainder of their time at the academy, provided they passed a test.

"I think it's important that everyone learns sailing," Plebe Scott McFarlane said, "because this is the Navy and most of us will be spending time on the water at some point in our careers. We should become oriented."

"As far as wind, weather and tide, sailing is a fundamental way to learn about the water," Maxfield said. "In a ship you have additional help from an engine; in sailing you have to go with what you have.

It's good to know the fundamentals."

During the school year, sports are engaged in every day from 3 until 6 p.m. All midshipmen are required to participate in athletics on either the intramural, junior varsity or varsity level. This year, about 150 plebes chose sailing as their main sport.

Experience is not a requirement, and the team is comprised of both men and women. Throughout the first year on the junior varsity team, plebes learn good seamanship and racing skills. About 40-50 plebes concentrate on the smaller dinghy teams, and the rest work as crew members of oceangoing yawls.

"One of the misconceptions of sailing," McFarlane said, "is that it is purely recreational. When you get out there on the water, it can be one of the most strenuous sports in the academy's athletic program. You have to be in good physical shape. If you're on a one-man boat, it's non-stop work."

The sailing season runs until Thanksgiving and resumes in the spring when the ice disappears from Chesapeake Bay. The academy competes against other college teams up and down the East Coast.

"As the seasons change, the rigors of sailing change," Plebe Michael Cantwell said. "They're out on the bay in February, and that's when it gets tough endurance-wise." Cantwell has been sailing for years and even taught sailing before coming to the academy.

"Because I have taught sailing, I think you can learn a lot about people by watching how they react under stressful situations," Cantwell said. "When you're on

the water, it can be a 1-knot breeze or gusting at 40 knots—there are many other variables. You can't simulate that anywhere else—in any other sport or in a classroom."

Even the academy catalog spells out the importance of sailing: "Perhaps you have never thought much about the sea; perhaps you have lived near and known it well all your life; perhaps you have never known much about it but it has always spelled adventure, travel, and excitement for you. Whatever your situation, you should not think seriously about Annapolis without also thinking about the sea. The Naval Academy is linked with the sea through its history, its mission, its day-to-day work, and its future."

Since 1957, the climax to the summer sailing program has been the competition for the Blakely Cup. This year, each summer division selected its three best sailors to compete in the three-race event.

Maxfield, McFarlane and Cantwell—all







experienced sailors—knew they wanted to go out for the sailing team upon entering the academy. They were chosen for the Blakely Cup race and learned that the first one over the finish line isn't necessarily the winner. Fair play is just as important as keen sailing. For instance, one boat that failed to yield the right of way to another was dropped from first place to last for that race.

Fairly calm winds prevailed on the afternoon of the Blakely Cup, frustrating the efforts of some sailors. "The really good sailors are the ones who can win in light wind," Cantwell said. "Sailing is an intelligent sport, you have to use good strategy."

"And you need a little luck," Maxfield added.

—Story by PH2 Liz Schading  
—Photos by PH2 Perry Thorsvik



*Top: A competitor hangs over the side trying to keep his sail filled with air. Left: Preparing to hoist the sails. Above: Teamwork is the key word to sailing. Photo by PH2 Sharon K. Nelms-Thorsvik.*







*U.S. Naval Academy plebes compete in Annapolis during the Rear Admiral Blakely Cup Race. The three-person teams represent the best sailors of each summer division at the academy.*



# Bearings

## Navy Wings in Space

Astronaut (Navy captain) Robert Crippen (right) presents the gold aviator wings of Ensign Cary Jones to her parents, Dave and Sally Jones. Crippen took the wings with him into space on board the shuttle *Challenger*. Jones was the first female Navy pilot killed in the line of duty when her plane crashed during a training flight in Texas last July. She had hoped to be an astronaut. The presentation was made recently in the office of Rear Admiral John B. Mooney Jr., director of oceanography, at the Naval Observatory in Washington, D.C. Admiral Mooney graduated from the Naval Academy with Dave Jones in 1953.

*Photo by PH2 Perry E. Thorsvik*



Vice President George Bush receives an honorary diploma from the Inter-American Defense College from Rear Admiral Sayre A. Swartrauber, director of the school. The vice president was guest speaker for the college's most recent commencement at the Organization of American States in the Pan-American Building in Washington, D.C. Some 60 senior officers from Central and South American countries study at the college annually, along with three to five senior U.S. military officers. The course emphasizes economic and political influences, centering on how countries interact.

*Photo by PH2 Diane K. Wolford.*

## Schmidt Named 1982's Top AC

Air Traffic Controller First Class Richard M. Schmidt was awarded the Vice Admiral Robert B. Pirie Award as the top Navy Air Traffic Controller for 1982 in recent ceremonies at Naval Air Station Kingsville, Texas.

His citation, signed by the Secretary of the Navy, read in part, "Petty Officer Schmidt provided the leadership and professional stability so vitally necessary at the Navy's busiest radar approach control facility. A threefold increase in the geographic area of responsibility, which was delegated to the Kingsville Approach Control as the result of the nationwide FAA controller strike, provided Schmidt the opportunity to assist in designing new procedures within the airspace area acquired."

Schmidt is credited with coordinating the search and rescue efforts for four separate plane crashes. On an average day, the Kingsville facility conducts between 900 and 1,000 naval aircraft operations, and 500 private or commercial planes being radar controlled in the terminal area.

*—By Ensign Sheila Bilyeu*



## MSC Signs \$250 Million Tanker Agreement

A \$250 million agreement between the Navy's Military Sealift Command and Ocean Carriers Inc. of Houston, Texas, to charter five diesel-powered T-5 tankers was signed June 30.

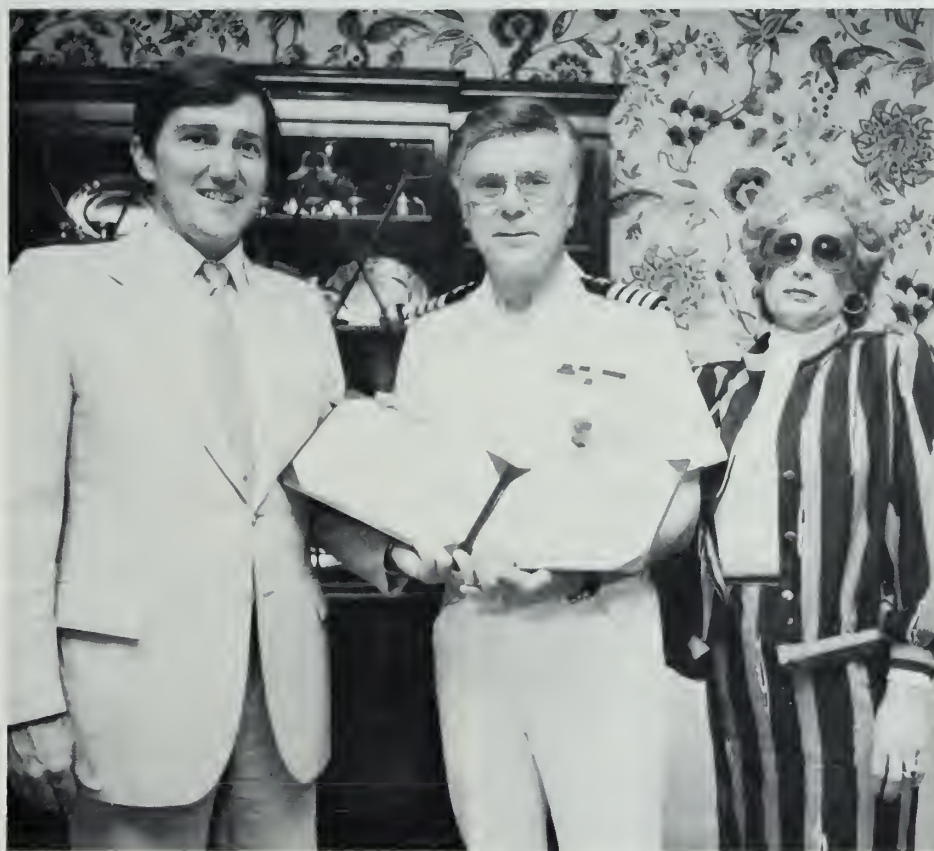
The five new 30,000-deadweight-ton clean product, ice-strengthened ships will

replace 25-year-old T-5 tankers currently owned by MSC and contract operated. Each ship will be chartered for five years with three additional five-year options.

The tankers will be built in Tampa, Fla. The first two will be delivered to MSC in January and April 1985, two more in 1985

and the last one early in 1986.

The new tankers will offer greatly increased fuel efficiency due to slow-speed diesel engines, decreased crew size due to automation and approximately 12 percent greater cargo capacity. After delivery of the new ships, the older T-5s will be placed into reserve status.



**Hollywood celebrity receives Legion of Merit.** Retired Naval Reserve Captain Jackie Cooper, better known as an actor, director and producer, was recently awarded the Legion of Merit in ceremonies at the Pentagon in Washington, D.C. Secretary of the Navy John F. Lehman Jr. presented the award in recognition of Cooper's outstanding contributions to the Navy during his reserve career. Cooper's wife, Barbara, was present during the ceremony. Over the past two decades, Cooper's experience in the entertainment business has proved invaluable to the Navy. In one year alone, he represented the Navy as guest celebrity at the 25th anniversary of USS *Hancock* (CV 19), chaired a committee soliciting celebrity support for Navy recruiting, made television appearances for Armed Forces Day and the Indianapolis 500 autorace, acted as master of ceremonies at a Christmas party for underprivileged children, arranged for celebrity Christmas greetings to the fleet and helped set up a recruiters' night at Disneyland. He also narrated numerous Navy films, special broadcasts and other audio-visual presentations. Cooper served as a reserve public affairs officer with the Navy Office of Information in Los Angeles from 1962 until his retirement last year.



**Keeping it in the family.** Most families pass things from one generation to another but hardly ever do they pass along an emergency feed pump. Lieutenant Commander Allan D. Wall, chief engineer aboard USS *Guadalcanal* (LPH 7), turned in an emergency feed pump from his ship's fireroom which was beyond economic repair and ordered a replacement. When the replacement pump arrived from the contractor, it bore an engraved nameplate: "USS Wright (CVL 49) #2 Fireroom." It turns out that in 1949, the year Wall was born, his father—Boilerman Technician First Class A.D. Wall—was the supervisor of Wright's No. 2 Fireroom charged with maintaining the pump. Now, as fate would have it, BTI Wall's son has the opportunity to do the same. The elder Wall went on to complete 25 years of service and retired as a lieutenant.

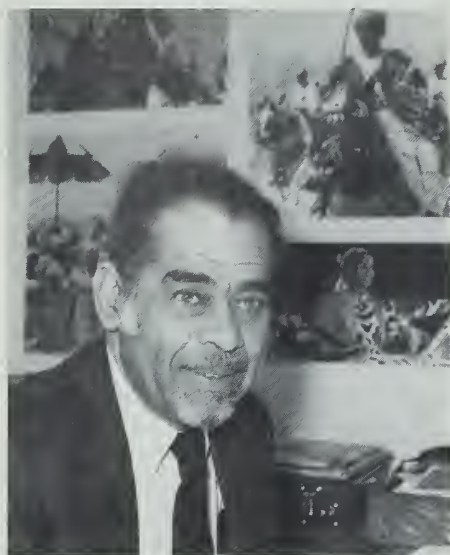
—Story by JO2 A.H. Sexton  
—Photo by PHAN J. Miranda



# Bearings

## Ex-Navyman Named U.S. Ambassador to Sierra Leone

A retired Navy senior chief quartermaster and career foreign service information officer with the United States Information Agency, Arthur W. Lewis, has been named ambassador to Sierra Leone.



Arthur W. Lewis, U.S. Ambassador to Sierra Leone.

Lewis—until recently—was USIA's director for African affairs, a position he has held since September 1979. Before that, he served as public affairs officer in Lagos, Nigeria.

The retired chief petty officer began his career with USIA in 1968 with the training personnel division where he was responsible for the foreign affairs intern program. In 1970, after a year of Romanian language training, he was assigned to Bucharest as cultural affairs officer. Later he was posted to Lusaka, Zambia, and in 1974 he served in Addis Ababa, Ethiopia.

Born in New York City in 1926, Lewis entered the Navy in 1943 and served overseas until 1946. Before being recalled to active duty in 1950, he studied at the New York State Institute of Applied Arts and Sciences. After retiring in 1967, he studied at Dartmouth College where he received a master's degree.



Guests at USS *Harold J. Ellison* (DD 864) 38th birthday celebration help themselves to chow during an open house held recently in Philadelphia. Past and present crew members and their families gathered at the Philadelphia Naval Base to pay tribute to *Ellison* which was decommissioned shortly after the birthday event. The destroyer was replaced in the Naval Reserve Force by USS *Patterson* (FF 1061). Photo by PHAN Phil Hemon.

## Navy Chefs Take the Cake



"Sea Captain's Wedding Cake," created by MSC Roger H. Salazar, won a grand prize in the baking division of the culinary arts show.

A team of Navy mess management specialist instructors recently won three first place ribbons, including a grand prize, at a culinary arts show. The show was sponsored by the Chefs de Cuisine Association of San Diego and the Cystic Fibrosis Foundation.

The instructors, from Mess Management Specialist "A" School at San Diego's Naval Training Center-based Service School Command, also won two seconds and three thirds. Every Navy entry received at least an honorable mention in the competition against some of the finest chefs and culinary organizations in California.

"These kinds of results are amazing," said team captain John D. Britto, a retired master chief mess management specialist, "especially when one considers that this type of cooking is not what Navy cooks do for a living. In fact, only two members of the 20-man team had ever competed in a culinary arts show before."

—Story by JO3 True R. Spence

—Photo by JO1 Al Holston Jr.



## Books for Umingan



The helicopter came in low over the Central Luzon town of Umingan in the Republic of the Philippines. As it touched down in the school yard, more than 1,000 elementary and high school students gathered around the aircraft.

Petty Officer First Class Diomedes Liganor cleared the way for the helicopter crew to unload the cargo of books. Liganor grew up in Umingan and was graduated from Immaculate Conception High School before joining the Navy in 1960. On a recent trip home, he had noticed that much of the school's furniture and materials were the same he had used as a student. And, according to Anita Tolentino, the school's assistant principal, most of the school's books had been ruined by termites and water damage.

Liganor, remembering what he had read about the Navy's Project Handclasp, contacted program coordinators. He then obtained a letter from school authorities asking for books for the schools.

Within a short time, some 4,500 books were donated by private citizens and by military and civilian libraries in the states; they were put aboard a Navy ship heading for the Philippines. But Liganor still had to get them from Cubi Point to Umingan, 75 miles away.

"I tried to do it myself, but it cost too much to get the vehicles to carry the books," he said.

An air station responded to the call for help. Several of Liganor's co-workers at the Cubi Point personnel office also volunteered and traveled to Umingan to help.

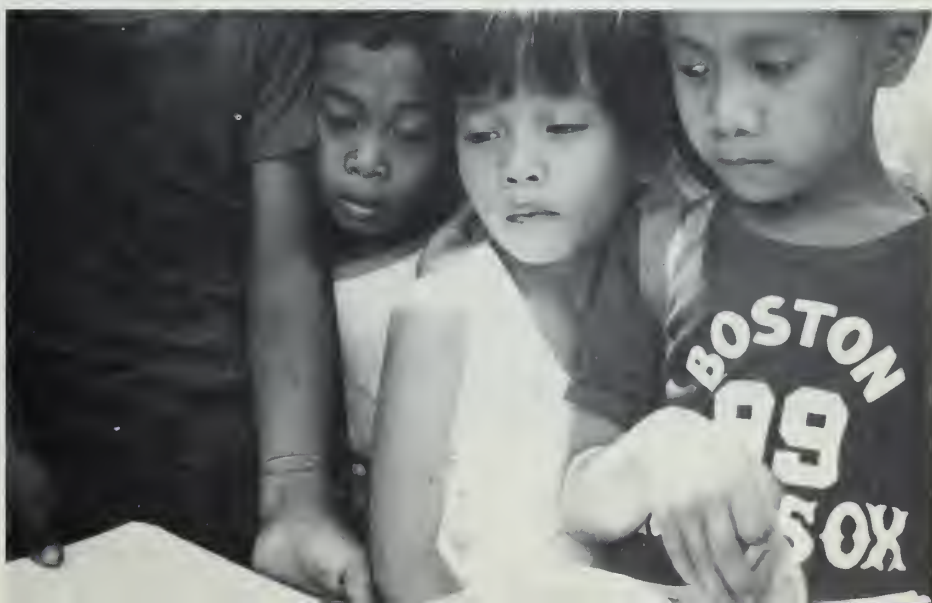
The greeting the Navy people received in Umingan was friendly and warm. After returning with a second load of books, the helicopter crew was treated to lunch in the high school and was given a tour of both schools. They watched the children beam with enthusiasm as they placed their newly



arrived books on library shelves.

"It was an opportunity to serve and provide support," said Lieutenant Commander David Tibbs, pilot of the helicopter. "It was great being part of an overall effort that started back in the states. Getting the books and seeing them put on the shelves brought a great deal of satisfaction."

—Story by PH2 Paul Soutar  
Photos by PH2 Soutar and  
PH3 William Braddock  
PARep Seventh Flt, Subic Bay



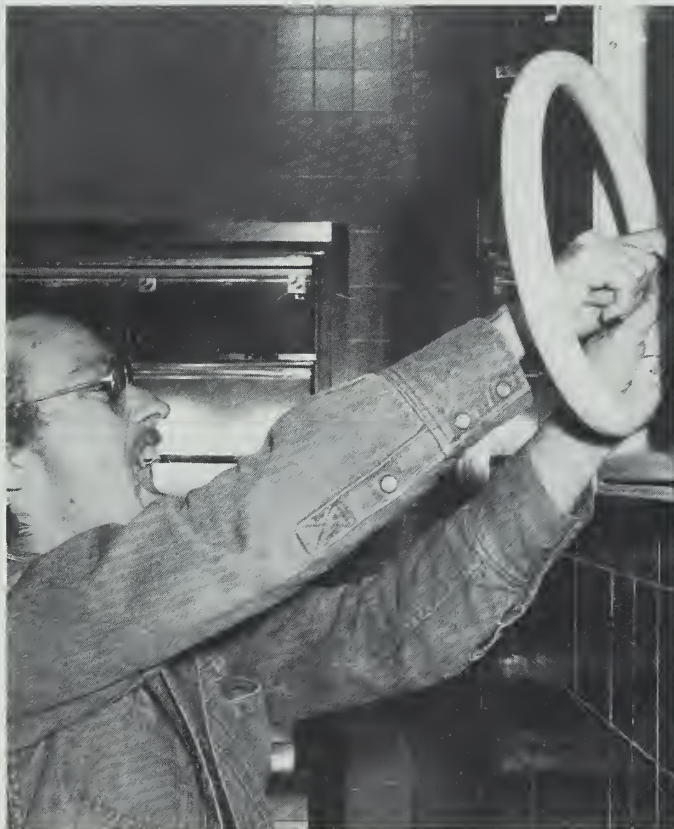
# Who Takes Care



*Painter Richard Thomas*



*Machinist Sam Tanaka*



*Electrician Bryan March*



*Air Conditioning Mechanic Arnaldo Sedayao*



# of the Hospital?

**By Jerry Boling**  
**PWC Oakland, Calif.**

The "Code 4" loudspeaker announcement shattered the early stillness at the Naval Regional Medical Center's main hospital building at Oakland, Calif. Navy doctors, nurses and medical technicians raced toward the front entrance.

An ambulance sped into view and stopped at the front entrance of the Oak Knoll Naval Hospital. Waiting attendants quickly opened the rear doors of the ambulance; they removed the stretcher-borne patient and hurried inside to a well-prepared emergency medical team.

But what of the "unseen emergency team" that makes such a response possible? Just as a hospital takes care of people, someone has to take care of the hospital. Without proper maintenance of hospital equipment and structures, emergency response would be slowed. Without keeping patient care areas up to the "state-of-the-art," medical teams' efforts become difficult.

Public works and maintenance support for the hospital is the responsibility of the Navy Public Works Center at San Francisco Bay. "Because of the hospital's patient care mission, the center is careful to schedule maintenance and repair service on a 'not to interfere' basis," said Maintenance Foreman Buddy Ball.

Ball supervises civilian craftsmen and technicians assigned to the maintenance shop at Oak Knoll. They are some of the more than 1,000 Navy civilian employees working at major bases and activities in the San Francisco Bay area. They're also part of a \$100 million-a-year Navy business.

During hospital maintenance projects, PWC employees and supervisors coordinate required maintenance with the hospital staff civil engineer's office and the departments involved. Getting the work done in this setting can mean PWC employees are sometimes on the job outside normal working hours.

During a recent renovation project at Oak Knoll, work included carpentry, electrical, mechanical, steamfitting and interior painting operations. Special attention for hospital areas included the operating rooms, passageways, patient hold area, nursing and supervisory offices and stations, medical supply and storage spaces, dressing rooms and instrument rooms.



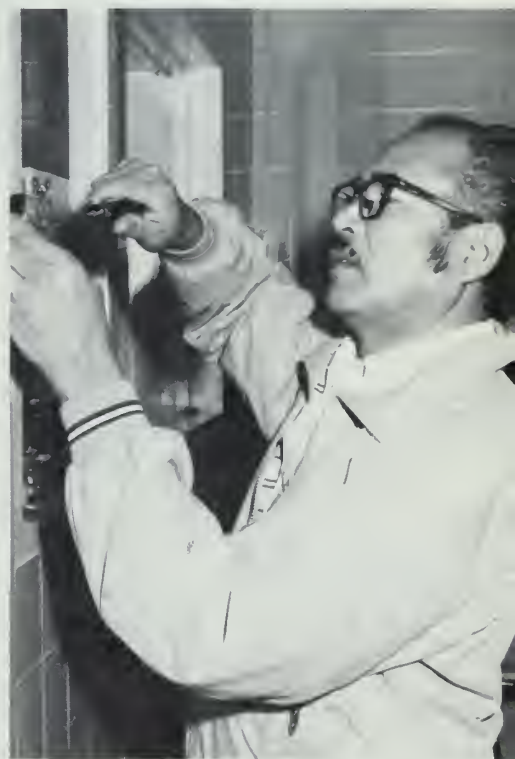
*Painter Anthony Ortiz*

PWC craftsmen installed new equipment, cabinets and shelves, replaced floor and ceiling tile, provided new light fixtures and electrical switches, and worked on heating and air conditioning equipment.

"Team spirit and cooperation are important. The PWC team concept is alive and doing well at the Navy hospital's PWC shop," said Captain C.M. Maskell, PWC commanding officer.



*Electrician Jim Lingenfelter*




*Electrician Fred Omague*





# Our Navy Men in Panama



By JO1 P.M. Callaghan, NIRA Det 206

*Two-thirds of our foreign trade and petroleum pass through the Panama Canal and the Caribbean. In a European crisis, at least half of our supplies for NATO would go through these areas by sea. . . there can be no question that the national security of all the Americas is at stake in Central America. If we cannot defend ourselves there, we cannot expect to prevail elsewhere. . . We have a vital interest, a moral duty, and a solemn responsibility. . . Who among us would wish to bear responsibility for failing to meet our shared obligation?*

—President Ronald Reagan  
April 27, 1983

“Hey, we need some more M-16 ammo over here!”

The voice is muffled in the pre-dawn darkness—the scene is Panama. The voice is almost lost in the noise created by hurrying figures who carry equipment to waiting patrol boats at pier side: water, rations, rifles, ammunition, spare parts. Two sailors heft a .50 caliber machine gun and carry it toward the boats; the narrow ladder leading down to them sags beneath the weight.

These rushing figures are backlit by a single floodlight shining over the door of Combat Harbor Patrol Division at the Naval Station Rodman. Dressed in khaki and sweating on this warm and humid dark night in the heart of Central America, these men are considered to be Panama Canal's first line of defense. They are one of a few units in the U.S. Navy that remain on combat alert 24 hours a day. Together with Panama's Guardia Nacional—the Republic of Panama's army—this riverine warfare unit is tasked with repelling all invaders who seek to destroy or take over the Panama Canal and its shore-based assets.



# Navy Men in Panama

Three boats have been loaded and are ready: one 50-foot PCF (patrol craft, fast), and two PBRs (patrol boat, riverine). The three will transit the Panama Canal; in this exercise they will share the locks with a merchant ship from Sweden, and later another from Japan. After about eight hours, they will come out on the Caribbean side of Panama and make their way east to the Chagres River.

There, the unit will team up with Army troops of the U.S. Southern Command—headquartered in Quarry Heights (also on the Pacific end of the canal)—and participate in four days of riverine/jungle warfare exercises.

Final equipment checks are made, and



then Senior Chief Gunner's Mate Raymond Stewart gives the word: "All right! Let's get a move on if we're gonna keep our oh-five-thirty rendezvous with that Swedish cargo ship!" His voice, too, is nearly lost in the combined engine noise of three boats.

Stewart, who is the senior chief petty officer of the command at Rodman, is one of the few members of the patrol division who has had combat experience in Vietnam. He takes the wheel in the pilothouse and accelerates the engines of his PCF. The two PBRs follow suit, and within 30 seconds the black-hulled boats are lost in the darkness.

\*\*\*

Lieutenant Chip Bunce, officer in charge of the Combat Harbor Patrol Division, waits in his office later that morning. He has just heard that Stewart's flotilla met up with their Swedish "escort" without

*An ideal setting for riverine/jungle warfare training is Panama's Chagres River, with its jungle-bordered banks. It is on the Chagres that naval units of Panama's Guardia Nacional and the U.S. Navy's Combat Harbor Patrol Division, Naval Station Rodman, hone their skills and conduct exercises with other riverine units.*



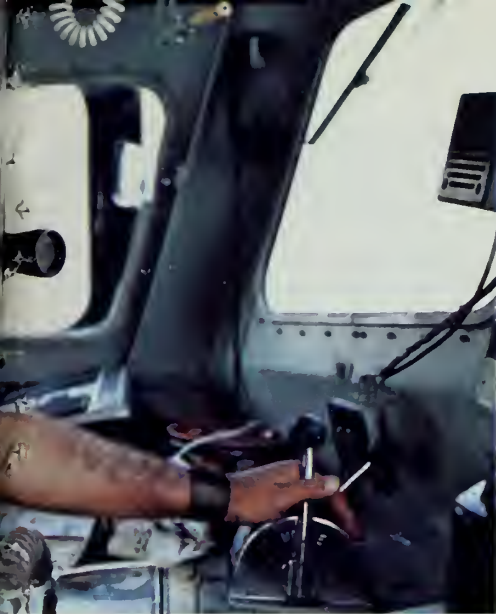
incident. They had already passed through the Miraflores Locks, the first of three sets of locks that make up the Panama Canal.

"Our main job here is to provide a waterborne defense of the Panama Canal, but we're really tasked for any type of conventional or unconventional warfare" Bunce said. "We train with many special units—the SEALs and UDTs of the Navy, Rangers and Special Forces of the Army, the Air Force's Combat Patrol Team, the Marine Corps and, of course, Panama's own Guardia Nacional."

In an adjacent room, Bunce's executive







officer, Lieutenant Carl Hurst, pores over training schedules. He wears a camouflage uniform while Bunce is in khakis. As the division's training officer, he must ensure that each member of the 35-man outfit meets the qualifications for the 9533 naval enlisted classification: riverine warfare specialist.

"There are several special boat units in the states that go through the same essential training as we do down here," Hurst explained. "But because of our geographic and strategic location, our level of training and preparedness is critical.

After all, we're the only ones right here at the canal."

A typical training lesson might be a 90-minute discussion on a certain strategy or tactical plan in connection with the operation of the patrol craft, or perhaps something more specific. Lecture topics include such things as reconnoitering, foreign weapons, ammunition color codes, operation of VRC-46 and -35B radios, damage control and engine troubleshooting, or how to handle prisoners of war.



"Personnel come here from all areas of the Navy," Bunce explained, "directly from boot camp, or ships or major shore bases. Whether they've got any experience or not, we take care of it with our extensive training program. We emphasize continual training—we don't let up. For any given week, we'll have at least three major training evolutions scheduled."

The training is necessary for the levels of responsibility encountered at a combat-ready command located in the heart of Central America.

Hurst said that when petty officers report to the patrol division, "We expect them to act like petty officers. That means being responsible in a leadership position. If someone doesn't know his role as a petty officer, then we teach him real fast. We just can't afford to have people around who don't know how to use their authority.

"For example," Hurst continued, "one of our second class petty officers is a boat captain for a PBR. That means he's responsible for a crew of four, plus a boat that's carrying a dual-mount .50-caliber machine gun and a 60mm mortar.

Chief Warrant Officer Jim Whittingham is the maintenance officer for the division. This morning, he works across from Bunce on prices for spare parts that he needs through local purchase. "We've got our own people trained to maintain these boats," he said, "and we have an ongoing program of preventive maintenance to keep them out of the shop in the first place.

"The material needed to deal with most minor problems is right here at the naval station. In addition, we get a crane and yank these boats out of the water every six months to give them a good going over. But if we need to have some extensive hull work—either the aluminum hulls of the PCFs or the fiberglass ones on the PBRs—then we have to contract the work out to some local firm. We just don't have the facilities here to do the work properly."

Each year since the latest Panama Canal Treaty went into effect in 1979, the U.S. naval forces there have carried out a joint

*Cross training is important to riverine warfare units, and every riverine warfare specialist must meet rigid qualifications before obtaining the 9533 NEC.*



# Navy Men in Panama

exercise with Panamanian naval units of the Guardia Nacional. Also included are Naval Reserve special boat units from different parts of the United States. Various elements from the Army, Air Force and Marine Corps forces based in Panama also participate.

According to Stewart, this year's exercise, *Kindle Liberty*, went very well. It showed that the forces dedicated to defend the canal can cooperate well together, integrating their individual units into one overall military operation. "We terminated *Kindle Liberty* this year with a live-fire exercise; it was a very effective demonstration which showed the amount of firepower we have at our disposal."

Besides *Kindle Liberty*, the focus on training for the "river rats" continues to be in the Chagres River on the Caribbean side; there joint exercises are carried out on a regular basis with many of the nearly 6,000 U.S. Army troops stationed in Panama.

"The Chagres River is an ideal setting for jungle warfare training," said Bunce.

"Both sides of the river are bordered by dense jungle with all sorts of snakes, bats, alligators, monkeys. There are even sharks in the waters. We have to prepare ourselves to survive under these conditions. We may find ourselves fighting in just such an area someday."

The locks at Gatun on the Caribbean end of the canal are left in the wakes of three black-painted boats as they open up their throttles and head toward a red, late-afternoon sun hanging low over the Caribbean. But the sun sets quickly in this part of the world. The chop gets a bit higher as the boats reach open sea in their swing eastward toward the Chagres.

One of the window panes in the pilot-house of the PCF has been taken out for replacement. Every now and then, the spray will come up over the bow, sail through the window and douse Lance Corporal George Daniels sitting in his port-side chair. Daniels is a Marine Corps reservist who lives in Panama, who also drills with the patrol boat squadron. Boat captain Stewart, at the helm, can't hold back

a grin when he sees his crewman's drenched face, "I would lend you my umbrella, but I forgot to pack it."

Stewart maneuvers the craft toward the river's entrance and lets one of the PBRs overtake his boat and then pull ahead. Then all three boats slow. The reason is a large "s"-shaped reef that guards the entrance to the Chagres. The PBR, with its 2-foot draft, will act as a scout for the deeper-draft PCF (about 7 feet). Stewart watches his Fathometer; its constantly shifting numbers bear witness that the depth beneath the hull is by no means constant.

"Anybody can jump on these boats and ride them for four or five days and just sit behind the wheel here, or sit behind a weapon." Stewart talks while his eyes dart back and forth between the water in front of his bow and the readout of numbers on the Fathometer. "But that's not the whole concept by any stretch of the imagination. You have to be able to jump into anyone else's shoes on the boat without warning."

"Each person in this crew is cross-trained to perform jobs of engineman, gunner's mate, quartermaster, navigator or boat officer. If you don't know how to 'fight' the boat and don't know about things like the weapon systems, maneuvering and evasive tactics, then you may as well just go home. Anybody can drive a boat."

He glances at the Fathometer; it shows that only 6 feet are beneath the keel. "But not just anybody can run a boat like this aground on a reef." He chuckles and spins the wheel. In response, the depth increases to 10 feet.

Once the mouth of the Chagres has been negotiated, Stewart opens up his PCF, and the smooth waters are roiled by the churning propellers of the patrol craft that now has its bow out of the water. It's hard to believe that the craft is moving at *only* 25 knots. The crew on deck watches the green serenity on either side fly by as the wash created by the boats boils onto the river's banks.

As the flotilla slows, the moon appears above the forest of trees on the port side. The river turns from green to black. Stewart



*A U.S. Army sergeant interrogates an "enemy" infiltrator.*



art brings his boat alongside a makeshift pier, where 14 camouflaged American soldiers look appropriately grim. Next to them, a native fisherman sharpens a fishing knife on a whetstone while tending his line.

Stewart and his men disembark and join the soldiers on the pier. They are mumbling many things, among them—"Did you see how fast that thing was going? Why do you think their boats are painted black? Look at all the guns that big one is carrying!" (Not only does the PCF have a dual-mount .50 caliber gun on the bow, but also another .50-caliber machine gun on the stern, an 81mm mortar, and usually an M-60 machine gunner is perched above the pilothouse.)

One of the soldiers, a ranger, makes his way forward. "Chief, I'm Staff Sergeant Mitchell Ganz. I'll be accompanying you on your boat as an evaluator/observer for the Jungle Warfare Branch and the Jungle

*Above right: Training doesn't allow much time for relaxation, but there are times when the men can take a few minutes' ease on the patrol boat. Below: For canal exercise Kindie Liberty, four 31-foot patrol boats from Special Boat Unit 22, New Orleans, La., are loaded onto an Air Force C-5A Galaxy for airlift to Panama. Photo by JO2 Lance Johnson.*



Operations Training School at (nearby) Ft. Gulick." Stewart shakes his hand. "Glad to have you aboard, sergeant. Is everybody ready for the briefing?"

The soldiers and sailors become one group. The fisherman casts his line anew and hopes for a few more fish before the boats start racing up and down the river.

Coordinates are given, call signs handed out, watches synchronized, and rendezvous times are agreed upon. Then the wait begins. Everyone will jump off into the jungle at 10 p.m.

One of the PCF's gunners, Electronics Technician First Class Frank Jacdeo, checks his dual .50 caliber/81mm mortar gun mount. The harsh metallic clicks seem out of place against the backdrop of wildlife noises and the fisherman's humming reel. "On exercises like this," Jacdeo said, "the only live rounds we carry are for the .45-caliber pistol on board. The rest are blanks. But when we escort a high-value ship through the canal—like a merchant ship with a load of uranium, or a submarine like the USS *Michigan* (SSBN 727)—we're armed to the teeth."

Finally, the hour arrives just as the fisherman is packing up his gear. The soldiers climb on board the PCF, and it races off with them into the night. The two PBRs,

assigned reconnaissance, go their separate ways. At a certain point upriver, Stewart abruptly slows his boat and turns it toward the land. He is about ready to run the bow onto the bank to land the troops when he spots something in the foliage dead ahead. He shouts, "Open fire!"

The Army men oblige and open up with their M-16 rifles. They rush off the boat in pursuit of the "aggressors" (some 100 are waiting for them in the jungle, Army troops in fatigue shirts and blue jeans playing the role of the enemy). All return minutes later; four prisoners are with them, blindfolded and bound. As they are brought aboard, the PCF's crew uncovers a rubber boat full of supplies hidden along the bank and makes it fast to the starboard side of the boat: spoils of combat.

On the return to base, Sergeant Ganz commands one of the prisoners to: "Put that cigarette out! What do you think this is, a pleasure cruise?"

Stewart maneuvers his craft close to an Army landing craft. "PCFs are ideally suited for this type of combat. The river presents a straighter course than did the waters in Vietnam, so you can't move around as much.

"Some people may say these boats are 18 years old and they aren't good any-



# Navy Men in Panama

more. But it wouldn't matter if they were 100 years old as long as they are in good shape. They are entirely self-sufficient for 30 days. We carry our own fresh water, power supply, food, ammunition and up to 800 gallons of fuel." Stewart is confident that the Navy's forces in Panama are sufficient to handle threats to the canal.

The four prisoners are turned over to the shore forces. One is relieved of papers containing radio frequencies and some information on a planned "enemy" ambush. The papers are studied by Ganz as the PCF races upriver; they're determined to foil an "ambush."

Meanwhile, one of the PBRs, under Quartermaster Third Class Steve Clement, has gone up a tiny tributary and cut its engines. The crew listens for sounds that might reveal an enemy presence.

All around, the boat is hemmed in by thick jungle that has turned multiple shades of gray beneath the bright moon. Clements whispers, "Most of us are assigned here; there are only about three or four volunteers."

"People make the usual complaints, but the riverine warfare is so different that they get interested in it real soon. It's just so different out here, nothing at all like what most people picture the Navy to be—you know, big gray ships slugging it out on the ocean."

"But we've got an important job," he added. "Don't think for a minute that we're about to forget about that."

Tonight, all is quiet as the crew tries to catch sounds of enemy activity. The enemy, however, appears to be equally quiet tonight. There will be no fire fight at this end of the river this night.

Meantime, Stewart has purposely run the bow of his patrol craft into the mud of a bank, just around a bend in the river. It is here that the "enemy" is supposed to pass; it is here where the "river rats" and their Army scout will wait to surprise those intent on surprise.

A low, mechanical hum is heard across the water—perhaps an approaching motorboat. But Engineman Second Class Wyatt Hart, moving his M-16 quietly from one hand to the other, shakes his head, "It's just the Gatun Locks opening up again."

Monkeys in the forest choose this moment to begin their all-night chattering. Mosquitoes find the boat's crew. On this long, black river, the dark seems to be much closer now—it would never venture as close in a city, or even on a country road.

The waiting continues with Ganz mon-

itoring radio frequencies. Jacdeo and Hart taking turns with the infrared imaging devices—peering into the darkness where suddenly everything is visible in sort of a fluorescent green—and Lance Corporal Daniels watching the radar scope for any movement on the river.

On the opposite shore, something

## Reservists

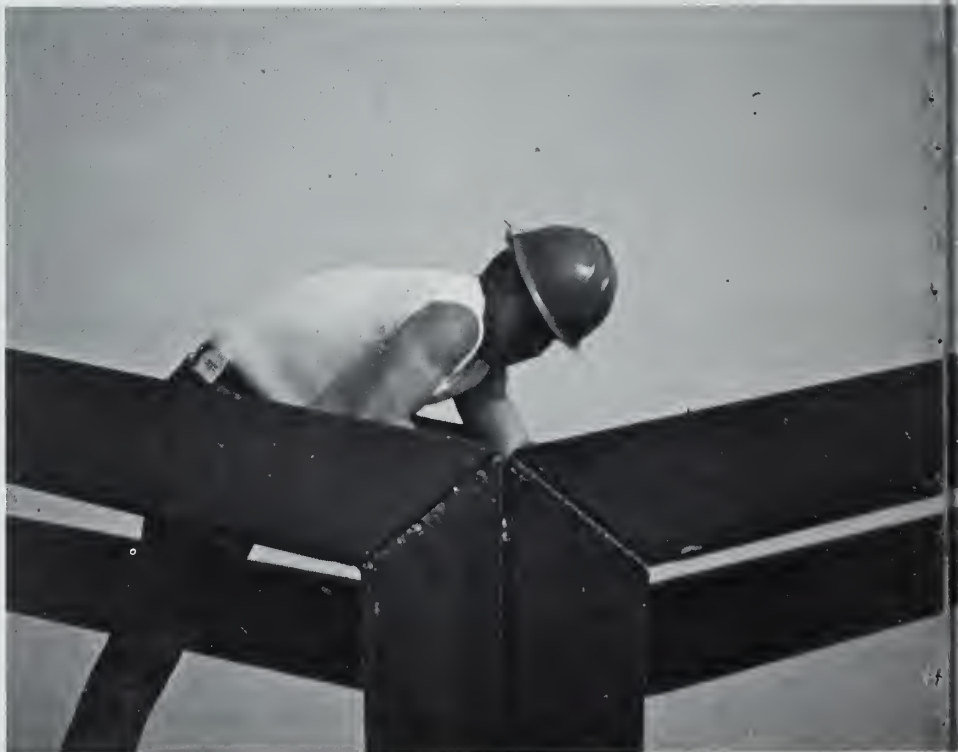
A 53-man detachment of reserve Seabees showed up in Panama recently to give U.S. Naval Station Rodman a helping hand. These reservists, members of Reserve Naval Mobile Construction Battalion 23 at Ft. Belvoir, Va., spent two weeks there to fulfill their annual active duty for training requirement.

Once settled at the naval station, on the Pacific entrance to the canal, RNMCB 23's detachment tackled several construction projects it had been tasked to work on by the Eighth Reserve Naval Construction Regiment.

These included:

- Erection of a steel roof over a baseball field grandstand.
- Upgrading plumbing at unaccompanied personnel housing.
- Placing new streetlights (on concrete poles) throughout the station.
- Reconfiguring the entranceway to a floating dock.
- Building a recreation shelter.
- Setting poles for a new link fence at the Marine barracks.

Of these projects, the grandstand roof was one of the more challenging. "That





splashes into the river, but nothing is there. Probably an animal. Another creature begins to make an ungodly sound at intervals. The noise is like someone moaning with a mouth half-full with water. The mosquitoes increase. The dark means nothing to them.

A sharp report—gunfire—breaks out in

the distance. Somebody has run into somebody else in the jungle; each has decided that the other is the enemy. The exchange is brief. It's long enough, though, to tell the boat crew that one of the Army teams inserted into the jungle a couple of hours ago has most definitely found the "aggressors."

Stewart gives up on an ambush and revs up the engines. Soon the boat is racing off again, still in search of the "enemy."

The exercise continues on into the night. In Panama, riverine warfare is a serious business—for these sailors it's akin to "a moral duty" and "a solemn responsibility."

# Lend a Helping Hand



and Cumberland, Adelphi and Baltimore in Maryland. They found the humid conditions anything but hospitable. The hard-working Seabees from up North had to restrain themselves to escape ill side effects.

Silvey made certain that each work crew had plentiful supplies of water and a shady spot nearby where longer-than-normal lunch breaks could be taken. Everyone was cautioned repeatedly not to overdo their "can do" spirit. As a result, no incidents of heatstroke or heat exhaustion occurred during the two-week period, when temperatures averaged between 85 and 90 degrees Fahrenheit.

Despite the slower pace of work, the reservists left their grandstand job 64 percent complete, and they finished the floating dock modification.

Two unforeseen assignments were also completed: a building demolition job, and installation of office partitions at Naval Station Rodman's personnel office.

The detachment was required to work through its two weekends in Panama; this was done to take full advantage of equipment availability at the station's public works department and to avoid undue conflicts with that department's regular schedule. In all, the detachment worked a total of about 400 man-days.

But the morale of the group was kept buoyant in other ways: the station's swimming pool was available each evening and a two-day liberty was arranged during the week which included visits to historical sites, the Miraflores Locks at the Panama

Canal, and a shopping trip in downtown Panama City. Some of the Seabees even got to stay overnight on Taboga Island—a preferred recreation spot on the Pacific side of the canal.

Silvey said that the two-week training period gave the Seabees "a chance to work on projects that were generally more complex than some others. It also gave us an opportunity to learn about another culture and visit a country that we might not otherwise have seen."



project, as well as the floating dock, required an extensive amount of steelwork," said Lieutenant James Silvey, officer in charge.

We had only four steelworkers among our people. They had put in a tremendous amount of work during those two weeks. But I had to pace their effort to make certain that none of them suffered heatstroke or exhaustion.

"One thing about Panama," said Silvey, "it's certainly warmer than Cumberland or McKeesport ever gets."

The 53 men who made up the detachment hailed from Pittsburgh, Johnstown, Altoona and McKeesport in Pennsylvania;

# Aircraft Testing

## Just Plain Hard Work

Story by Mike Kolenick  
Photos by PH2 Kelli Templeton

The responsibility they accept each day is awesome; scores of lives, millions of dollars and the success of future naval missions could be affected by what they do today.

They work for those who serve aboard USS *Enterprise* (CVN 65), USS *Nimitz* (CVN 68), USS *Carl Vinson* (CVN 70) and the other aircraft carriers in the Atlantic and Pacific fleets. Wherever there are Navy aircraft, they have left their mark. They are the people who perform testing and evaluation at the Naval Air Test Center, Patuxent River, Md.

It takes a special kind of person to take on the job of testing naval aircraft. As the author Tom Wolfe said, it takes “the right stuff.”

### Test Pilot

After the activity of early morning flight briefings and testing deadlines, Commander Jon Eastman takes a brief break in his office at the McDonnell Douglas hangar.

Eastman, an F/A-18 and F-14 test pilot at Strike Aircraft Test Directorate, recalled that he sought a change when he

applied for the U.S. Naval Test Pilot School at NAS Patuxent River nearly three years ago. TPS turned out to be just what he needed. “I was getting stale in the fleet. The school instilled a love of aviation in me,” he said.

Now, after many flight hours in test aircraft, Eastman says it’s still thrilling to him. However, he added that he has taken a realistic outlook in his nearly two years as a test pilot.

“There are days when the luster is gone, and it’s just plain hard work,” he said.

For a test pilot, work comes in peaks and valleys, he explained. As an aircraft testing phase reaches its peak, a 12-hour workday is not uncommon. A pilot may report for a 6:30 a.m. briefing, then take off at 8 a.m. for a two- or four-hour test flight. After lunch, a briefing and afternoon flight would last until 5 p.m. Afterwards, there are flight reports to file. A pilot might leave work by 7 p.m., Eastman said.

But there’s more to being a test pilot than just working hard. A test pilot has to rely on his experience as a fleet pilot and even as a student pilot, Eastman said. For



example, in testing an aircraft for fleet use, a test pilot has to put himself in the place of the fleet pilot, look at the flying qualities and safety margins of the aircraft and say “is that going to be acceptable?” In evaluating a jet trainer, the pilot has to look at the aircraft from a different perspective. “That aircraft’s got to be very forgiving,” he explained.







*Checking, double-checking, briefing, talking it over—and just plain hard work—help make for a successful test and evaluation program at NAS, Patuxent River, Md.*

Eastman acknowledged that there is some risk to his line of work, but not as much as most people think. Aircraft testing is done much as a baby learns to walk—one step at a time. “We don’t do anything foolish,” he said.

Most testing involves confirming data from the aircraft’s contractor, so the tests are not being accomplished for the first time. There are some important exceptions, particularly in spin testing and minimum airspeed catapult tests, Eastman said. “We accept a certain amount of risk.”

Most important, a test pilot has to have integrity. When the flight is over, the reports have to be filled out. Discrepancies are recorded, big or small, regardless of deadlines, test schedules or other time constraints.

“You have to be critical; naval aviation can be very unforgiving if you’re not,” Eastman said. “Failing to report a defect in an aircraft is considered an unconscionable act. We have to live with the results of what we do.”

### **Project Officer**

Some people know how to manage details, figures and calculations. Others do

well at managing people; knowing how to task them effectively. Then there are a few people who are expert at both.

As an aircraft test project officer, it takes a person who can manage both figures and people to do the job. Marine Major Charles Schillinger knows the requirements of the job well. He was a project officer at NATC for two years.

Schillinger, of the electronic warfare and reconnaissance branch of Systems Engineering Test Directorate, was project officer for the Increased Capability II System aboard the EA-6B *Prowler*.

Although he had some experience in the operation of the system, Schillinger recalled that his knowledge of its inner workings was limited when he took the job in June 1980. “I tried to learn as much as I could about the system,” he said.

The knowledge would serve him well as the project progressed. By the time Schillinger left the project two years later, his team had identified more than 100 areas where the system could be made safer, more effective and easier to operate.

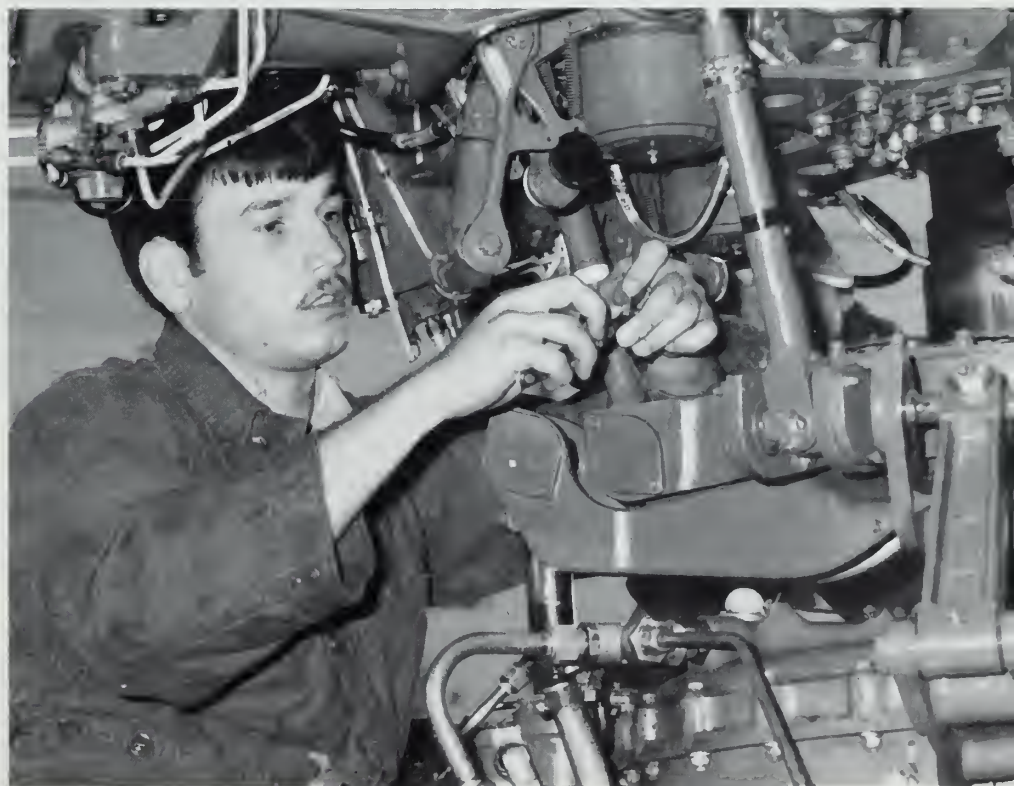
In checking out test results, the project officer is often the first in the team’s chain to find discrepancies. But finding them is not enough. Solutions also have to be found

and implemented. To accomplish that, Schillinger said there must be open communications with the system’s builder.

Sometimes, project personnel find both a problem and a solution, so contractors make the design change and the problem gets corrected. In other cases, it is the contractor who works out the solution. But in any case, a solution could not be found if project and contract engineers weren’t communicating with each other, Schillinger said.

You can’t have test results when you can’t test, so the project officer is usually the one to find the needed manpower and equipment. “You find the assets around the base and go and get them,” Schillinger said.

Then, there’s the job of making sure the project has enough funding. Schillinger said that a straightforward approach with project sponsors has worked for him. A simple explanation of where the project is, what remains to be done and how much it will cost has been enough to keep sponsors at higher commands satisfied. “Nobody argues with you when you bring home the truth. When you start guessing and ‘by-goshing,’ that is when you get into trouble,” he said.





# Aircraft Testing

Keeping testing on schedule is another part of the job. Projects at the test center sometimes have to compete for time at the Chesapeake Test Range and other data acquisition facilities. "You have to convince people that you need a certain time slot to get your test done," he added.

It has been Kneeland's first job as a test engineer, and he says he has learned his share of on-the-job logic since he started five years ago. He learned the significance of test pilots' observations. "Pilot comments are valuable; in some instances, they are more valuable than data," he said.

It was a lesson that was not too hard to learn. Kneeland had been a Navy pilot, spending most of his four years in service at the test pilot school as a scheduling officer. "I got out with 1,000 hours flight time," he added.

Like other members of the testing team, he said that he's spent long hours at the job, mostly in analyzing test data on the Hornet's flying qualities. At the peak of a testing phase, 11- to 12-hour days were not uncommon.

Since he began work on the *Hornet* project, the team has found a number of discrepancies. With the assistance of the plane's builder, McDonnell Douglas, most have been eliminated through design and

software changes. Kneeland said that the contractor has been more than willing to make necessary changes to the aircraft. "Everybody's got the same end point—to get the best aircraft possible," he added.

He explained, however, that there are some changes that just can't be made. In the quest to make a perfect aircraft, an engineer finds that it just isn't possible. "You have to be careful. Sometimes by solving one problem, you create more problems."

The *Hornet* project is winding down now, although further testing will go on for some time. Fleet squadrons are now using the new tactical aircraft, and Kneeland said he thinks fleet pilots will like it. "It has characteristics that no fleet pilot has ever seen. In general, it's more maneuverable than the A-7 or F-4."

## Aircraft Mechanic

It's a sometimes grinding regimen of overtime and weekend work. It's broken fingernails, skinned knuckles and coverall stains that won't wash out. But when aviation mechanics see their aircraft take to the sky, the feeling of satisfaction makes the effort all worthwhile.

The pain and satisfaction of being an aircraft mechanic are well-known to Avia-



tion Machinist's Mate Third Class Robert Cook. He's been working at Rotary Wing Aircraft Test Directorate for the past 2½ years. Cook says it's a job he's happy with.

Of the people who work around the project officer, the project engineer is the closest. A close working relationship between the two is essential to the project's functioning. Often, major decisions on future testing are made jointly by the two parties.

Schillinger recalled that as a project officer, such joint decisions are sometimes not easily made. "We had our disagreements, but once we agreed, we never looked back. We pressed on with the project."

In fact, Schillinger and Dan Macone, the project engineer, often performed the tests, mostly done in a laboratory setting inside a hangar. "The size of our project allowed us to be involved with every aspect of testing," Schillinger said.

Although the size of the testing program has a lot to do with how involved a project officer can get with specific aspects of testing, it is a key factor to the success of any project, Schillinger believes. "You've got to get involved. You may not know all about a project, but you learn. You can't





say, 'go do it and let me know what happens.' "

### Test Engineer

After the test flight is over, the data has been recorded and the pilot has filed a report, somebody has to check all the data. Somebody has to find the flaws. That's the job of the test engineer.

It's a job with a lot of responsibility, and the bigger the project, the bigger the responsibility. Strike test engineer Bernard Kneeland knows a good deal about it—he was a project engineer on the F/A-18 *Hornet*.

Kneeland recalled that he began working on the project in 1978, shortly before the *Hornet*'s first test flight at Pax River. Back then, the project was the start of a new concept: principal-site testing. The idea had the potential of cutting testing costs, but it required that Navy and contractor people work hand-in-hand to get the job done. "At first, there was a little skepticism on both sides, but after a while it all went away," Kneeland said.

As a result, Kneeland said he is convinced that the principal-site testing has not only saved money but has also given the Navy a better product. "We wouldn't know as much as we do about the aircraft," he added.

Cook, an H-3 helicopter mechanic, said that repairing the H model *Sea King* keeps him on the go. Unlike a fleet squadron, maintenance teams at testing activities make some aircraft modifications and install test equipment, in addition to doing routine maintenance.

"The work piles up, but we get it done as fast as possible," Cook said, taking a break from a rotor head replacement at Rotary's hangar. Looking out toward the flight line, he added, "We'd rather have them out there than in here."

Mechanics muster at 7 a.m., then head for the flight line to police the area of debris to prevent FOD—foreign object damage. To some, it may seem like tedium or make-work, but in the aviation business, it's essential. Items as small as

a nut or cotter pin can be sucked into an aircraft engine, causing thousands of dollars in damage.

After the flight line sweep, it's back to the hangar. Maintenance team leaders task their mechanics, tools and parts are checked out, and work begins. For Cook, the workday ends around 3:30 p.m., but in the peak of testing, overtime and weekend work are not unusual. "I've had a lot of days like that," he commented.

The work is hard, but there's a lot at stake, and the mechanics know it. There's a high rate of "failure control" at Pax. Mechanics routinely report aircraft defects and safety hazards. "We're conscious of what we do. We want those pilots to come back safely," Cook said.

But perhaps most important is the teamwork found inside the hangar. It's not unusual to find a project officer or engineer up on a maintenance stand explaining an aircraft modification to a mechanic. You might find a test pilot adding his input to help a maintenance team solve a difficult repair job.

Within a maintenance team, there's a certain loyalty that stands out from the crowd. "That's what I like best about working here; they're just a great bunch."

It's that rare mix of ability, initiative

### Non-stop Flight

For the first time in Marine Corps history, a CH-53E *Super Stallion* flew coast to coast in a non-stop flight from Patuxent River, Md., to the Marine Corps Air Station at Tustin, Calif.

The *Super Stallion* and its crew of five arrived at Tustin on July 6 at 9 p.m. EST, ending a 15-hour flight. The attack/assault helicopter was refueled four times en route by Marine Corps KC-130 *Hercules* helicopters.

This is believed to be only the second time in naval history that such a helicopter flight has been made. A Navy CH-53D made the first non-stop flight several years ago, arriving in 19 hours.

The Marine crew flew to California to prove a portion of the contractual agreement between the Navy and the aircraft's builder, United Technologies' Sikorsky.

and teamwork in the people who work at Pax River that make it what it is. They are the test center's most valuable asset—those with the "right stuff."



Test engineers, pilots and ground crew members work together during a test flight.

## *Blood banks in need of donors*

Blood banks throughout the United States face a serious shortage of available blood for surgery, for accident victims and other medical treatment because of adverse publicity concerning the threat of acquired immune deficiency syndrome. AIDS is a dangerous disease for which a cause and a cure are being aggressively sought.

Misinformation has led to rumors that AIDS may be contracted while donating blood, causing a serious decline in donors. The fear that AIDS can be contracted by donating blood is completely unfounded. Blood collection agencies use sterile, disposable needles which are used once, then discarded.

A related trend being discouraged by the American Red Cross and other blood collection agencies is the increased use of "directed donations" or "donor pools." These involve families and other groups donating blood for use only by

members of that group. Apparently, this procedure is thought to preclude the introduction of AIDS or other diseases to receivers of blood transfusions. This practice has not proved successful, however, as members may unknowingly introduce diseases into the pool. The practice also results in undue waste of donated blood and delay in the blood donation process.

While it appears possible to contract AIDS through a blood transfusion, every effort is being made to eliminate this possibility by careful blood donor screening. The chance of contracting the disease as a result of direct transfusion is estimated as less than one in 1 million.

The upcoming Thanksgiving/Christmas holiday season historically is a period of increased blood demand. All hands who are in good health are encouraged to donate blood regularly to build up reserves.

## *Role of women in the Navy*

Recent media reports regarding the role of women in the military have given the impression that women now have less opportunity to contribute to the national defense.

In a memorandum, Secretary of Defense Caspar Weinberger challenged these reports and reaffirmed the crucial role of women in the military. "It is the policy of this department that women will be provided full and equal opportunity with men to pursue appropriate careers in the military services for which they can qualify. This means that military women can and should be utilized in all roles except those explicitly prohibited by combat exclusion statutes and related policy."

The memo emphasized that the combat exclusion rule should be interpreted so as to keep as many career opportunities as possible open for women.

"Women contribute significantly toward the high state of readiness we currently enjoy under

the all-volunteer force. They are a vital resource for both our active and reserve forces and will continue to fill critical requirements as equal partners with men," added Weinberger.

The latest selection of chief petty officers calls attention to the continued opportunity and increasing role of women in the Navy. Women chief petty officers were selected for the first time in eight ratings, all of which have been termed "non-traditional." Those ratings are: operations specialist, boatswain's mate, engineman, electrician's mate, interior communications electrician, lithographer, hull maintenance technician and aviation ordnanceman.

Additionally, opportunity for enlisted women to serve at sea will nearly double over the next two years. By the end of FY 85, the number of enlisted women aboard ships is projected to increase from the present level of 2,614 on 25 ships to 5,000 women aboard 27 ships.



## Pay of loan defaulters to be checked

While the guaranteed student loan program has provided educational opportunities for hundreds of thousands of Americans, a large number have not repaid these loans.

Earlier this year, the federal government took initial steps to recover defaulted loans from federal employees by reminding them of their responsibilities through written notification.

As a result, approximately 5,000 individuals responded, returning payments totaling more than \$2 million. Many more federal employees, including approximately 11,000 active duty service members, are still in default. These individuals owe the government more than \$65 million.

Recently enacted laws permit the Department of Education to work with other federal agencies, including the Department of the Navy, in collecting these debts. Members who have not responded to notification are urged to contact the Department of Education immediately to arrange repayment. Individuals failing to do so could face withholding of up to 15 percent of their pay until the loan is paid off. In cases where litigation is necessary to recover a debt, as much as 25 percent of the individual's pay may be withheld. All members with outstanding student loans have a moral and legal obligation to ensure that loan payments are current.

## CNO stresses scrutiny of spare parts pricing

In NAVOP 086/83, Chief of Naval Operations Admiral James D. Watkins placed emphasis on the procurement and pricing of spare parts, noting that a recent audit of the Department of Defense spare parts pricing procedures had received widespread media attention.

In most instances, those responsible for the requirements of determination and procurement of material do seek the lowest possible cost to the Navy. Further, the majority of prices negotiated with Navy contractors are fair for all parties—yet there are exceptions. Unreasonable pricing has occurred because of a failure to use common sense in challenging individual spare parts prices that were obviously out of line.

In view of the importance of this matter,

CNO has requested that, "user personnel who believe that the prices of spare parts drawn from the supply system are excessive for whatever reason, should report the suspected overpricing to the fleet material support office (Commercial: (717) 790-2664 or Autovon: 430-2664) so that an investigation can be conducted and action taken. Fleet Material Support Office Instruction 4200.1A provides guidance on what information should be reported.

"Providing proper logistics support for our fleet and shore units demands that we get full value for our spare parts dollar. I charge all involved in any way with identification, procurement and/or use of spare parts to take this initiative as a personal challenge."

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## Seeking More Responsibility

Maybe it could happen this way: Two sailors are leafing through the latest *All Hands* . . .

"Did you read about Kimsey?"

"Kinsey. The sex researcher?"

"No, Kimsey. Kevin Kimsey. He made sailor of the year along with Patrick Brophy, Douglas Roberts and Alfred Valderrama."

"Big deal, sailor of the year. What did Kimsey do that was so great?"

"Well, he rescued an injured man from waters infested with sea snakes. He helped recover victims of a plane crash from a freezing river. He even went to Saudi Arabia and trained the Royal Saudi Naval Forces Drill Team."

"Now how did he get to do all that?"

"He did just exactly what everybody says not to do, he volunteered."

...

If there is a common thread between Kimsey, Brophy, Roberts and Valderrama, it is obvious respect for themselves and for their country. Each channeled his respect into seeking more responsibility and challenge than was required of him, and the immediate reward was the self-satisfaction of a job well done.

These four sailors—Roberts representing the Atlantic Fleet; Brophy, Pacific Fleet; Kimsey, shore; and Valderrama, reserve—stood out as leaders and achievers.

Their springboard to sailors of the year was recognition by their superiors of the enterprise these men took in the everyday tasks assigned to them. Ultimately, they were chosen as examples of the finest sailors in the Navy.

The title sailor of the year carries with it more than a pat on the back. Meritorious promotion tops the list of benefits. During a week in Washington, D.C., each was awarded the Navy Commendation Medal by Chief of Naval Operations Admiral James D. Watkins; they were promoted by Under Secretary of the Navy James F. Goodrich, and they visited Vice President George Bush. The sailors and their families traveled to Capitol Hill and talked with their senators and representatives.

And, courtesy of the Fleet Reserve Association—in Valderrama's case, the Naval Enlisted Reserve Association—the sailors and their families departed at the end of the week for five days of rest and relaxation in the CONUS city of their choice.

### QMC (SW) Patrick M. Brophy

Chief Quartermaster (SW) Patrick M. Brophy, who enlisted in 1974, terminated his only shore assignment thus far to go back to sea to bone up in navigation so he could be ready for the quartermaster first class test. But upon reporting to his new sea assignment, he was immediately made a master-at-arms for a three-month stint, a collateral duty entirely out of his rate. Although disappointed, Brophy dug in and found challenge in his new position.

"I had to feel the importance of the job before I could instill spirit in the mess cooks," Brophy said. "And the importance was that in making the mess decks clean, we almost forced people in the adjacent spaces to clean up because they started to look bad."

"People noticed that the mess decks were improving. They went back to their spaces and looked around and decided they needed some improvement." Brophy's initiative filtered through the ship. Despite his collateral duty assignment, he still passed the QM1 test on his first try.

Once back on the bridge, Brophy volunteered to stand junior officer of the deck watches while under way. He became division officer for the quartermasters and worked as a navigator.

"The leadership that people miss quite often is showing other people that you care about them as individuals," Brophy said. "I've had a lot of fine teachers. I showed a concern for my job, and in turn, they showed a concern for me."

Brophy, the father of four small children, considers sea duty a fact of life in the Navy. "An extended deployment is difficult for both wife and husband. But that one day when we pull back in is fantastic. The lines go over and I look down and there are my wife and kids. I go down there and hug her and it's a love relationship—not beginning all over again—but enhanced by that separation. It's a higher level of love."

Brophy, his wife, Lisa, and their children spent their five-day vacation at Disney World in Orlando, Fla.

*This year's crop of winners (l-r): EN1 Alfred F. Valderrama-Reserve; STC(SW) Douglas Roberts-Atlantic Fleet; QMC(SW) Patrick M. Brophy-Pacific Fleet; and ADC(AC) Kevin M. Kimsey-Shore. Photo by PH2 Liz Schading.*

# Sailors of the Year

## ADC (AC) Kevin M. Kimsey

Chief Aviation Machinist's Mate (AC) Kevin M. Kimsey defies the stereotype of the drillmaster. His quiet demeanor coupled with a calm no-nonsense voice produced stunning results from the 150 enlisted members of the U.S. Navy Ceremonial Guard in Washington, D.C.

Kimsey requested duty in the ceremonial guard during recruit training in 1974 and was assigned as a member of the unit. He enjoyed the duty, and during that time, he studied on his own to become an aviation machinist's mate.

His next assignment—to a helicopter anti-submarine squadron—included deployments aboard USNS *Chauvenet* (TAGS 29), a Military Sealift Command research ship. One morning before breakfast, Kimsey was standing duty as landing signalman when word came over the radio that a man had been hurt during helo operations about two miles away. The man was in the water, and the helo crew was struggling with its own mechanical problems.

Qualified as a search and rescue air-

crewman, Kimsey requested permission to launch a rescue boat. A party set out to find the injured man, a senior chief petty officer. The rescuers spotted the victim stranded on tree roots on shore, but the boat could not navigate a nearby reef. Kimsey requested permission to swim to the victim, knowing that snakes had been sighted in the water on previous days. Kimsey calmly talked the man down to safety, and the boat picked them up.

Kimsey returned to the ceremonial guard after 3½ years of sea duty and became drillmaster. He is aware that the monotony and the inherent waiting involved with the guard influence members' morale. Dealing with attitudes became an important part of Kimsey's job. The routine of the guard involves continuous practice, hours of uniform preparation, more hours taken up by muster and travel time, and then the task at hand may take only five minutes. "We may have to rehearse at 5 a.m. at the Tomb of the Unknown Soldier—that means we get up at 3:30 or 4 in the morning."

Kimsey's involvement with the January

1982 Air Florida crash on the 14th Street Bridge in Washington started when he heard a news bulletin at his home in Alexandria, Va. He decided that with his rescue training he might be able to help. He donned his wet suit and found a ride over to the site and was put to work in a small boat, helping recover five bodies from the Potomac River.

Later he spent six months in Saudi Arabia teaching their drill team "a little English and a lot of military training." The team previously had learned to march British-style and carry other weapons. The Saudis responded to Kimsey's patient approach, although the language barrier slowed their progress somewhat. His teaching method was basically show and tell. "I just couldn't get mad," Kimsey said. "Because of the language barrier, what was simple to me was complex to them."

## STC (SW) Douglas Roberts

Chief Sonar Technician (SW) Douglas Roberts missed out on an appointment to the Military Academy at West Point, N.Y.,





after high school because of a football injury, but that disappointment never slowed him down. Today, a chief at age 24, Roberts has been in the Navy only 5½ years.

"We have a young Navy, and youth works in my favor," Roberts says. "The major point in anybody's job is that you have to lead by example. Whether you're young or old, if you're not competent, people will not listen to you. They won't take you seriously."

"I can do the job of a chief sonar technician. The promotion warrant stated that I will have to take on increased responsibility, and I am ready to handle it."

Aboard his last command, USS *Aylwin* (FF 1081), Roberts' responsibilities encompassed three work centers and about 30 men. He served as leading petty officer of the anti-submarine division, supervisor of the division's passive sonar work center and leading technician for the primary mission center.

"I wanted to learn more about the ship and be able to do more things," Roberts said. He earned the enlisted surface warfare specialist's silver cutlasses, and then became co-coordinator of a program to help his shipmates earn the designation.

Intrigued by the action on the bridge, Roberts studied to qualify as a junior officer of the deck (under way) and then as officer of the deck (under way). "I couldn't have done it," he said, "without the confidence of the captain and the other officers."

Roberts has spent most of his Navy career aboard ship. He credits his wife, Debra, for the support she has given him, especially during deployments. In turn, he also credits the Navy for recognizing the difficulties that wives go through in such separations. "The Navy's family service centers and the ombudsman program really do an outstanding job trying to make it easier."

#### EN1 Alfred F. Valderrama

Engineman First Class Alfred F. Valderrama combines his reserve duties with full-time studies at Arizona State University. He is a chemistry major and would like to work in naval research.

Valderrama enlisted in the Navy in 1972, then joined the reserve after completing his tour. At the reserve center in Phoenix,



**Disney World Salutes Pacific Sailor of the Year.** QMC (SW) Patrick M. Brophy waves to the crowd as he and wife Lisa, sons Patrick, 7, and Christopher, 5, and daughter Mary-Ann, 3, (not visible) ride at the head of the Mickey Mouse Parade at Walt Disney World in Florida. The family's vacation and Brophy's advancement to chief petty officer were part of the honors awarded to the Pacific Sailor of the Year.

©Walt Disney Productions.

he is the training officer for his unit, command career counselor and 3M coordinator for the entire center.

"Our unit drills once a month," he said, "but with all my collateral duties, I usually do twice as many non-pay drills as I do drills with pay."

Having served on active duty and in the reserve, Valderrama believes in the "One-Navy" concept.

"Sometimes when reserves come on board a ship for active-duty training, some regulars look upon it as a vacation. It's not a vacation to us. It's our only chance to excel—our only chance for training with actual hands-on experience. Without the support of our active-duty counterparts, we won't get trained."

Along with his studies and reserve duties, Valderrama is a volunteer in the Na-

val Sea Cadet Program. The Navy League-funded program for teens 14-18 mirrors the Navy in training and advancement. He holds the rank of lieutenant junior grade in the program and works as the unit's training officer. Valderrama's wife, Michele, a sea cadet warrant officer, serves as the unit's personnel officer.

Because Valderrama did not have one year in rank as a petty officer first class, he was not advanced with the other sailors of the year. His advancement to chief will become official in January 1984.

By the end of his week in Washington, Valderrama had added reason to smile about his upcoming promotion. He learned that his recall to active duty had been accepted, and he will be assigned to a ship in Long Beach, Calif.

— By PH2 Liz Schading

## Mobile Airfields of the Sea

By JOI P.M. Callaghan, NIRA Det. 206

*Beginning with this presentation, All Hands initiates a 12-part series on various classes of Navy ships—all of them new—such as the Spruance and Oliver Hazard Perry classes. With emphasis on the projected 15 carrier battle groups—part of the 600-ship Navy of the future—this installment deals with the nuclear-powered aircraft carriers of the Nimitz class. These ships include USS Nimitz (CVN 68), USS Dwight D. Eisenhower (CVN 69), USS Carl Vinson (CVN 70), the now-building Theodore Roosevelt (CVN 71), and the recently started Abraham Lincoln (CVN 72) and George Washington (CVN 73).*



A recent movie, "The Final Countdown," is the story of a modern-day U.S. Navy aircraft carrier that was caught in a time warp and suddenly found itself steaming in Hawaiian waters on the morning of Dec. 7, 1941. Although top-name stars in the film drew plenty of attention, reviewers focused much commentary on the "biggest star of the show": weighing in at just over 96,000 tons, the nuclear-powered aircraft carrier USS *Nimitz* (CVN 68).

The precedent for *Nimitz*, the second of the U.S. Navy's nuclear-powered aircraft carriers, was set in 1958. That was the year the Navy broke new ground in naval construction by laying the keel of its first nuclear-powered flattop, USS *Enterprise* (CVN 65). Nearly 30 years after Fleet Admiral Chester W. Nimitz became Chief of Naval Operations at the close of World War II, the world's biggest carrier was commissioned in 1975.

Two more ships of the class have since been commissioned: USS *Dwight D. Eisenhower* (CVN 69) and USS *Carl Vinson*





(CVN 70). And there was a break with tradition. CVN 70 was the first modern Navy warship to be named for a living American. The fourth ship of the class, *Theodore Roosevelt* (CVN 71), is under construction at Newport News, Va., and scheduled to be operational in 1988-89. Numbers five and six are scheduled to follow at three and five years later, respectively.

When work began on *Nimitz* in 1968, the Navy had a force of 15 attack carriers to support its missions worldwide, including the war which was then raging in Vietnam. In addition to *Enterprise*, the fleet had seven ships of the *Forrestal* class, all commissioned between 1955 and 1965 (an eighth, *John F. Kennedy*, was nearing completion). Seven other carriers belonged to *Midway* or *Essex* classes—both of World War II vintage.

It was the Navy's intention to replace the older *Essex*-class carriers with the *Nimitz* class, while modernizing the *Midway* class (two of them, *Midway* (CV 41) and *Coral Sea* (CV 43)), which are still serving with the fleet today).

Improvements had been made in nuclear propulsion since the days when *Enterprise* was launched. While that ship was powered by eight nuclear reactors, *Nimitz* needed only two. They are still "on line" today, providing enough power to propel each ship for at least 13 years of normal operation. Each ship is still several years away from having its nuclear core replaced (the energy that will have been expended in the cores when they are replaced is equivalent to about 462 million gallons of fuel).

The revolutionary use of nuclear power on board warships wasn't the only significant change being felt by the *Nimitz* class. The structure of naval air wings assigned to carriers was also undergoing a shift. Before the mid-70s, operational carriers had been classified as CVAs: "attack" carriers. *Nimitz* and *Eisenhower* were both originally designated as CVANs (nuclear attack carriers). The third nuclear ship in line, however, became known as CVN 70; the era of attack carriers was over.

Essentially, the change meant that aircraft carriers took on an expanded role. Earlier, the 80 or 90 planes which made up a carrier's air wing were almost entirely either fighter or attack aircraft, with a few reconnaissance, electronic warfare and in-flight refueling types thrown in. But with the increasing Soviet submarine threat in the 1970s, defensive countermeasures at the task force level were in order and more emphasis was placed on ASW.

*Carl Vinson* was designed to accommodate not only the usual complement of fighter/attack aircraft (such as F-14 *Tomcats* and A-7 *Corsairs*), but room was also made for a squadron of anti-submarine warfare aircraft: S-3 *Vikings* and SH-3 *Sea Kings*, among others. However, because the *Nimitz* class was designed to support a larger air wing than its predecessors, these huge carriers were able to absorb the ASW mission with a minimal trade-off of their attack and fighter aircraft.

The offensive potential of the *Nimitz*-class carriers is remarkable. They are expensive ships (the new *Roosevelt* is expected to cost more than \$2.1 billion), but one must keep in mind that each ship of this class carries 90 percent more aviation fuel and 50 percent more ordnance and ammunition than any of its *Forrestal*-class

counterparts. The *Nimitz* class is also equipped with anti-submarine classification and analysis centers, which permit the carriers to share target data instantly with ASW aircraft and task force escorts.



Since the commissioning of USS *Carl Vinson* (CVN 70) last year, the *Nimitz* class is three vessels strong, each manned by more than 5,000 men and carrying a complement of about 100 aircraft, including F-14 *Tomcat* fighters, E-2C *Hawkeye* early warning planes and A-6 *Intruder* all-weather attack planes. With *Theodore Roosevelt* waiting in the wings, it appears that the *Nimitz* class—biggest of the flat-tops—will be around to lead carrier battle groups on missions of sea control far into the 21st century.

#### Nimitz-class nuclear-powered aircraft carriers:

Hull number/Name	Laid Down	Launched	Commissioned
CVN 68 <i>Nimitz</i>	6-22-68	5-13-72	5-3-75
CVN 69 <i>Dwight D. Eisenhower</i>	8-15-70	10-11-75	10-18-77
CVN 70 <i>Carl Vinson</i>	10-11-75	3-15-80	3-13-82
CVN 71 <i>Theodore Roosevelt</i>	10-31-81		
CVN 72 <i>George Washington</i>			
CVN 73 <i>Abraham Lincoln</i>			

# Fair Winds and Following Seas

*All Hands* and the U.S. Navy bid farewell recently to editor John F. Coleman who retired in October after 34 years of government service. Twenty of those years were spent as an active-duty Navy journalist covering Navy people and events all over the world. The other 14 years were as a Navy civilian writer-editor and public information specialist.

Coleman's wide travels with the Navy—in-

cluding service on the battleship *Wisconsin* (BB 64), light cruiser *Worcester* (CL 144), carrier *USS Forrestal* (CV 59) and Antarctic duty with VX (Antarctic Squadron) Six—made him familiar with distant corners of the world. His acquaintance with various shorelines and skylines was more than just a nodding one, and from his editor's office in Washington, D.C., he could readily identify photographs of Navy ships in various harbors around the world: Guantanamo Bay, Acapulco, San Diego, New York, Charleston, Seattle, Diego Garcia, Yokosuka, Subic Bay.

After retirement as a chief journalist, Coleman joined *Navy Times* as an associate editor, a position he held for four years. That was followed by one year with *Sealift* magazine, and then 13 years at *All Hands*.

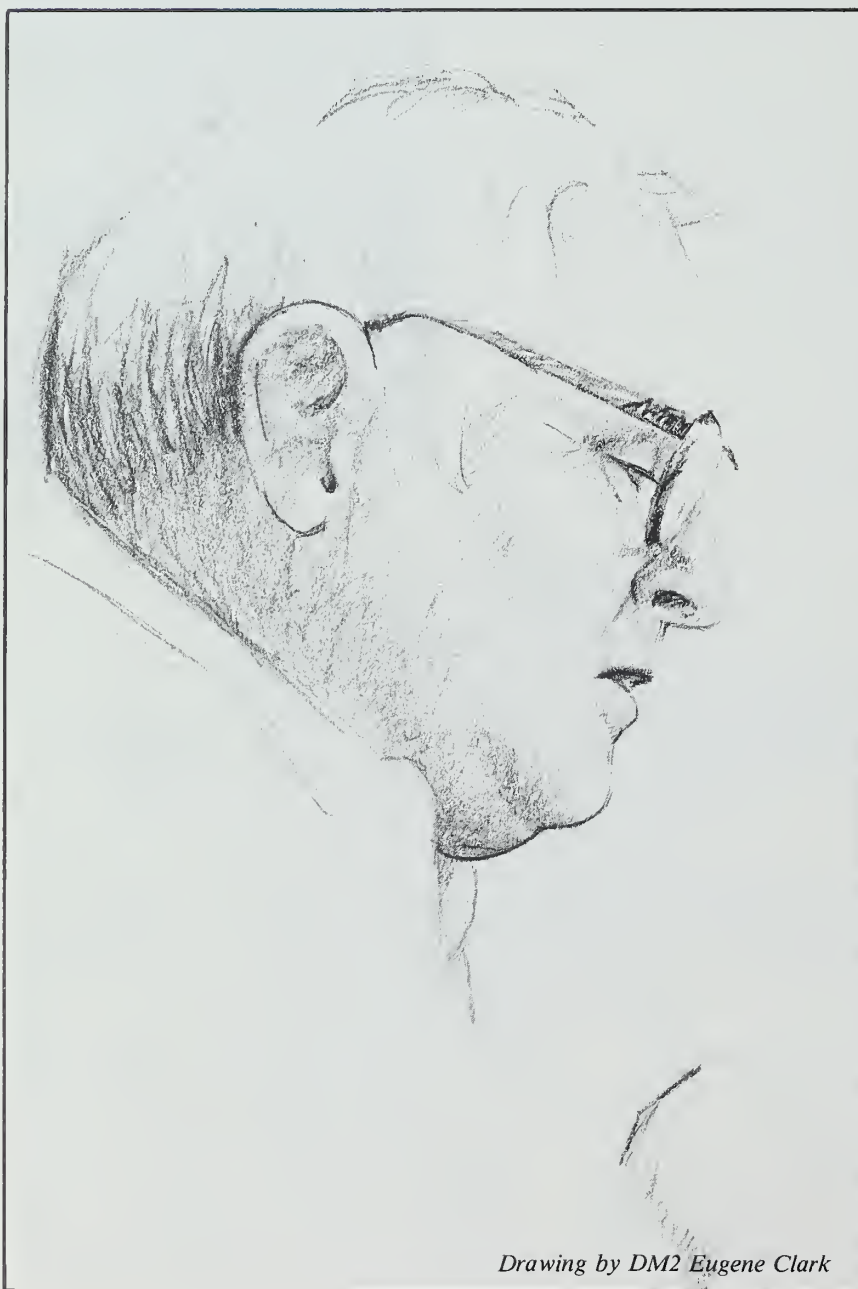
In September 1976, Coleman assumed stewardship of *All Hands*, the Navy's flagship publication, setting the high journalistic standards the magazine exhibits today. He was the driving force in introducing color and turning to the use of larger typeface in the magazine.

While concentrating on the mechanics of magazine publishing, Coleman never lost sight of the purpose of *All Hands*—nor of its audience. His belief that it was a publication primarily for fleet sailors set the tone of the magazine. His dictum that staff writers address the needs of an audience of sailors was hammered home to every new journalist reporting in to the *All Hands* offices.

"Read," he would say. "Know more about what you're writing. Know more about your Navy. Forget about yourself and think of the people out there."

During Coleman's editorship, *All Hands* evolved from what could best be described as a "house organ" into the premier internal publication of the U.S. Navy. It was during this time, also, that *All Hands* moved from the old Bureau of Naval Personnel to the Navy Internal Relations Activity.

Perhaps John Coleman's attitude toward the brand of journalism he espouses—be it in originating a story idea or rewriting a newcomer's first attempt—is stated succinctly in the sign on his door, which he left behind as his parting gift: "Silk Purse Department—Deposit Ears in Basket."



Drawing by DM2 Eugene Clark





*Birds of a feather...Destroyer Tender USS Puget Sound (AD 38), Sixth Fleet flagship, nests off Athens, Greece, with nuclear-powered cruisers USS Virginia (CGN 38) and USS South Carolina (CGN 37) and frigate USS McCandless (FF 1084). Photo by PH2 Dorothy J. Affeldt.*

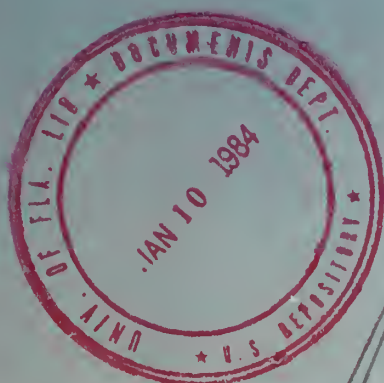


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DECEMBER 1983



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Report from Beirut

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U.S. DEPT. OF DEFENSE  
OFFICE



*Through the Mediterranean, along the coast of Libya, and here on station off Beirut, Lebanon, USS Mahan (DDG 42) keeps USS Dwight D. Eisenhower (CVN 69) in its sights. Photo by YNC (SW) John W. Meng, USS Mahan (DDG 42).*

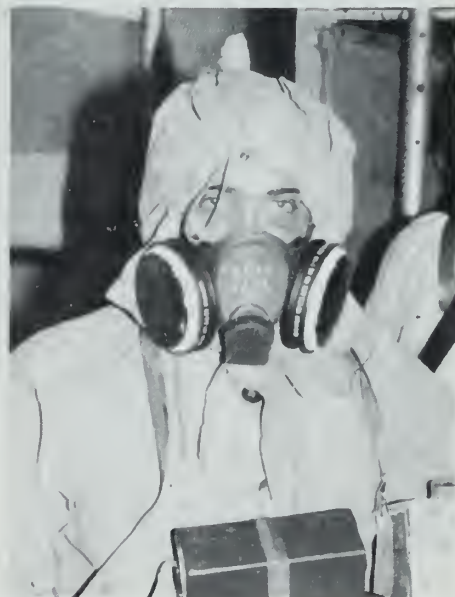


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Back: Home for the holidays—a photographic interpretation by PH2 Liz Schading and PH2 Perry Thorsvik.

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Photo by JO2 R.L. Coons



Photo by PH2 Sharon K. Nelson-Thorsvik



Photo by PHAN Joann Doub



Clockwise from above: LDO Ensign Jeri Ezell has worked in photo labs throughout her career—now she's in charge of one. CWO4 Dorothy Stowe, ship's clerk, says, "Greater responsibility and variety of assignments are given to people of higher authority." Ensign Ezell began a new career after her commissioning. Lt.j.g. Jannine Weiss started out in the tower and is now in the cockpit as the Navy's first and only female flying LDO. CWO3 Kathleen Wilson, aboard USS *Prairie* (AD 15), has been going to sea all but seven months of the last four years. "I enjoy being on the ship," she said.

Photo by PHAN William P. Leake







## Women CWOs and LDOs

# Larger Horizons and Brighter Sunsets

"Quality is what we're looking for. It makes no difference whether it's male or female, the selection board is looking for the best person," said Lieutenant Commander James F. Parks, limited duty officer/chief warrant officer community manager, in the Office of the Chief of Naval Operations. "We look for sustained superior performance—which is primarily experience, types of jobs held and a reasonable sea/shore rotation."

Today, women compete for LDO and

CWO programs on an equal basis with men. There are no designators closed to female applicants. But it wasn't always that way.

Dorothy J. Stowe, on active duty longer than any other female chief warrant officer, said, "Customarily, we go the second mile while everybody else is going the first. It's been that way. It isn't fair, but by the same token, until we reach a certain comfortable point in an integrated service, it isn't unfair either."

# Women CWOs and LDOs

"Despite the fact that throughout most of my 30 years we had less than equal opportunity, this has been one of the richest fields of opportunity that I could possibly have worked in."

Ensign Jeri D. Ezell, former chief photographer's mate recently commissioned as an LDO, said, "I think women are hesitant about applying for the programs not knowing what they're in for. When I found out they were selecting only one (LDO photographer) and there had never been a female LDO in photography before, I thought my chances were pretty slim. When I found I made it, I was ecstatic!"

**'Quality is what we're looking for. It makes no difference whether it's male or female, the selection board is looking for the best person.'**

Chief Warrant Officer Kathleen M. Wilson, repair department planning officer aboard the destroyer tender USS *Prairie* (AD 15), said, "It is difficult in many ratings for women to make chief. To apply for the commissioned warrant officer program you first have to make chief. A lot of times it is discouraging to people who say, 'Well, I finally made chief, but now I've got 18 years in and I could retire in two years. But if I make warrant, I can't do that.'"

"I've talked to a couple of women who are in that category," Wilson added. "My recommendation is if you want it—go for it! Even if it takes you more than 20 years, it's worth it."

The first warrant officers were "boat-swains," oldest known sailing masters or seagoing officers, more than 200 years ago. They were appointed by warrant.

The first woman was not permitted to join this proud community until 1943.

Limited duty officers have been around only since 1947. The LDO program was established as an advancement ladder for outstanding senior enlisted people and CWOs to achieve higher management level positions requiring a technical background.

## FISCAL YEAR 1983 MALE vs. FEMALE CWO SELECTIONS

Designator	MALE			FEMALE		
	Apps	Selected	%	Apps	Selected	%
712X (Operations)	166	40	24	1	1	100
734X (Air Maintenance)	230	25	11	1	—	—
741X (Ship's Clerk)	82	27	15	3	—	—
749X (Security)	49	4	8	1	1	100

Total applications: Male — 1,477 Female — 6

Overall percentage: Male — 28% Female — 33%

The first woman was selected in 1981. Before that, women were excluded by law. In 1980, a new law was passed admitting women to the LDO program.

Since fiscal year 1982 LDO and CWO selection cycle, both men and women were subject to the same application and selection criteria. "I just don't feel we're getting enough applications," said Parks. "Last year 2,400 women were eligible for LDO; only 92 submitted applications."

There are 20 female CWOs and 18 LDOs in the Navy today. They serve in a variety of duties, from flying planes to driving ships to taking pictures. According to Parks, these proud and special women "put the Navy first and everything else second."

### CWO4 Dorothy J. Stowe, Ship's Clerk

Chief Warrant Officer Dorothy J. Stowe, from Gastonia, N.C., enlisted in the Navy on April 15, 1952, "to receive the benefits of the GI Bill and finish college." She stayed in "because there were no dual standards and (there were) superior promotional opportunities."

Stowe elaborates, "I'm proof that you don't have 'to know' anybody. I hadn't the foggiest idea who was on the selection board at the time they selected me."

Starting out as a seaman recruit at Naval Air Station Corpus Christi, Texas, Stowe went into the personnelman rating as a classifier. "In those days," she explained, "all of the aptitude testing was done after you came in. Now recruiters do those things before."

"We had to know every rating, every minor detail of every rate—what kind of talent it took, what kind of brains and

academics it took. We would examine all of those details on one-to-one interviews with the individuals to find out their strengths and aspirations. It was really very exciting."

From Corpus Christi, Stowe went on to the Naval Station Charleston, S.C., and then to Richmond, Va., for recruiting duty. This was followed by a tour at Bainbridge, Md., where she was appointed a warrant officer. She said, "I haven't been to a lot of glamorous places. I've been one of those 'cog in the wheel' types."

Her first tour as a warrant officer was in the classification department at Naval Training Center San Diego. "Instead of having four or five classifiers working for me, I had 45," she said.

Stowe then volunteered for duty in Vietnam. "My detailee sent me to CinCPacFlt (Hawaii) and put me in an assignment that a woman hadn't had before—which was not unusual for me. They kept doing that," she said. "I was administrative officer for the Blue Eagles airborne command post. As far as I know, I am the only woman ever to have held the job (1969–1971)."

**'Excelling—that's what warrants are all about. If I excel in what I'm doing then I'm being true to the warrant tradition.'**

Later tours were in Washington, D.C., and Orlando, Fla. In her current assignment, Stowe heads the Navy Alcohol Safety Action Program in Washington, D.C. "I get so excited about what I'm doing now I feel like a soap-box preacher."





Left: "I have a wealth of positive life experiences that I'm eager to share with other people," says CWO4 Stowe. Below: Lt.j.g. Weiss walks the flight line at NAS Whiting Field, Milton, Fla.



Photo by PH2 Richard Ortez

music.

"The dynamics of being a warrant officer—and the same is true for LDOs—just blows the ceiling off what you might become, how far you might go and how exciting life can get. Greater responsibility and variety of assignments are given to people of higher authority," she said.

#### **Lt.j.g. Jannine M. Weiss, LDO Aviator**

Lieutenant Junior Grade Jannine M. Weiss is the Navy's first and only female flying LDO. She was commissioned in July 1981.

Weiss was born and raised in San Jose, Calif. "I come from a Navy family," she said. "My grandfather is retired from the Navy, my father was in for a while during World War II, my brother was in, now me. I'm the only one recently who has decided to stay for any length of time.

"I want to stay in at least 20 years, probably more. I want to go as high as I can. I'm hoping the Navy will lift the ceiling on LDOs, and I can hope to make captain before this is all over."

Today, Weiss trains student aviators in familiarization flights in the T-34C *Turbo Mentor*, a single engine turbo propeller aircraft she describes as a "little teeny, weeny toy." She is attached to Training Squadron Two, Naval Air Station Whiting Field, Milton, Fla.

I think the Navy has done one of its finest pieces of work in establishing and maintaining a program of education designed to enlighten people, to elevate their awareness of addiction."

In answer to what's next, she said, "First and foremost, I'll ask the Secretary of the Navy for another tour of duty. I was supposed to retire in April 1982, so I'm on an extension now.

"But I have a wealth of positive life experience that I'm eager to share with other people.

"Excelling—that's what warrants are all about. If I excel in what I'm doing then I'm being true to the warrant tradition.

"The later part of one's life is made from the first part. This is the part I spent all those years striving for. I feel like I've arrived and I'm enjoying being, instead of becoming."

Stowe is single and in her off hours "dabbles in antiques, haunts flea markets and works in her garden." Her favorite pastime is singing and conducting church choirs. She holds an associate degree in

# Women CWOs and LDOs

Below: Ensign Ezell's pride is reflected in her salute. Opposite page: CWO3 Wilson at work aboard USS *Prairie* (AD 15).



Photo by PH2 Sharon K. Nelms-Thorsvik

## FISCAL YEAR 1983 MALE vs. FEMALE LDO SELECTIONS

Designator	MALE			FEMALE		
	Apps	Selected	%	Apps	Selected	%
612X (Operations)	235	27	11	5	1	20
618X (Electronics)	191	25	13	1	—	—
633X (Air Maintenance)	406	15	4	3	—	—
638X (Air Electronics)	221	22	10	5	—	—
639X (Air Traffic)	30	1	3	1	—	—
641X (Administration)	314	27	9	52	1	2
642X (Data Processing)	48	3	6	4	—	—
644X (Cryptology)	94	4	4	5	1	20
645X (Intelligence)	42	3	7	1	—	—
646X (Meteorology)	19	3	15	2	—	—
647X (Photography)	29	—	—	3	1	33
649X (Security)	68	5	5	1	—	—
651X (Supply)	256	16	7	6	2	33
655X (Law)	72	5	7	3	—	—

Total applications: Male — 2,389    Female — 92  
Overall percentage: Male — 12%    Female — 7%

"This is a busy time," she said, "I've been averaging around five to six hours of flight time a day—normally two or three flights—five days a week."

She began her career working in the air traffic control tower and base operations at Naval Air Station Miramar, San Diego. After a four-year tour, she served aboard the training carrier USS *Lexington* (AVT 16); this was followed by Aviation Officer Candidate School and then Corpus Christi, Texas, where she flew the T-28 *Trojan* and the T-44A *King Air* propeller planes before reporting to Whiting Field.

"I now have verbal orders to *Lexington*," Weiss said. "I have to go to sea on my next tour, and that is the only carrier accepting women."

When asked about her selection, she replied, "I was just following standard LDO guidelines as far as military courses and schools and outside activities. I have no prior flight time—which a majority of the people in the flying LDO program have."

"I'd like to see more women in the program, a lot more. People treat you differently. Pay is a big thing. The respect is just unbelievable once you make officer."

### CWO3 Kathleen M. Wilson, Electronics Officer

"In the entire 15 years that I was on shore duty, I never knew what 'this man's Navy' could do. In the last three years, I found out and became a part of it."

Wilson serves aboard USS *Prairie* (AD 15). Homeported in Long Beach, Calif., *Prairie* flies the Navy's "Don't Tread On Me" jack as the oldest operational Navy ship. Before that, Wilson was aboard the destroyer tender USS *Samuel Gompers* (AD 37) and the repair ship USS *Jason* (AR 8).

"I've been going to sea all but seven months of the last four years. I enjoy being on the ship. I believe that my attitude and enthusiasm may influence people who think being on a ship is drudgery and change their attitude to the point where they can enjoy it."

In addition to her sea tours, Wilson spent 25 months on Guam, where she endured super Typhoon Pamela in 1976. Other duty stations include Norfolk, Va.; Alameda, Calif.; and Great Lakes, Ill.

"Going to sea diversifies your background more than just being on shore duty all the time. It also is still considered tough

for anybody, and a lot of times more so for senior women because they require a little more adaptation than a man who from day one usually winds up on a ship someplace.

"I'm always the oddball when I check aboard ship," she says. "There just aren't many female warrant officers around, and you don't usually find two on the same ship."

"I run a different type of a division because I have people of all rates and grades in and out of it all the time. We are the administrative, planning and estimating, technical library center and computer center for the entire repair department. Aboard one of these ships, I don't know of a more demanding position than this one."

"We worked on the USS *New Jersey* (BB 62) from the 3rd of January to the day it left. The battleship is quite impressive. It's a very demanding vessel to work on being the age it is. Our technical documentation here was limited, yet we were called upon to research and solve problems for them."

In addition to her regular duties, she is a qualified command duty officer, stand-



ing duty once every six days, and she is the ship's welfare and recreation custodian.

Aboard *Jason*, Wilson completed a six-month deployment during which the ship spent 69 days operating out of Diego Garcia in the Indian Ocean. She said, "You find out what a ship can really do in a situation like that. We were totally self-sufficient. It was just amazing to see the things that could be done with little or no resources except the imagination and technical expertise of the people."

She visited Pearl Harbor, Hawaii; Yokosuka, Japan; Subic Bay, Republic of the Philippines; and Perth, Australia, during the cruise.

Wilson began her career as a traderman and then crossrated to electronics technician. She was appointed a warrant officer in April 1980. She earned an associate degree through non-traditional credit from a combination of testing and Navy schools.

Wilson's husband, Robert, is a master chief electrician aboard submarine tender USS *Dixon* (AS 37) in San Diego. She said, "My husband has been my encouragement all the way through.

"We maintained our duty preference sheets up to date. I was either in his home port or we were stationed close by. He was at Treasure Island, and I was at Alameda—both in the San Francisco Bay area." Now, she commutes home to San Diego on the weekends.

"A lot of people rely on a warrant officer. People will come to me—even junior officers—expecting answers, and more than likely if I don't know them I can find them.

"I would encourage women to work hard and make as much of themselves as they can and not to rely on somebody else to take care of them."

### **Ensign Jeri D. Ezell, Photographic Officer**

"I've been involved in production for over 13 years now and I'd like to get into the administrative end," said Ensign Jeri D. Ezell, one of the Navy's most recently commissioned LDOs.

Ezell, from Jeffersonville, Ind., joined the Navy in 1970 to travel and "look for something new to do."

She got her start as a company com-

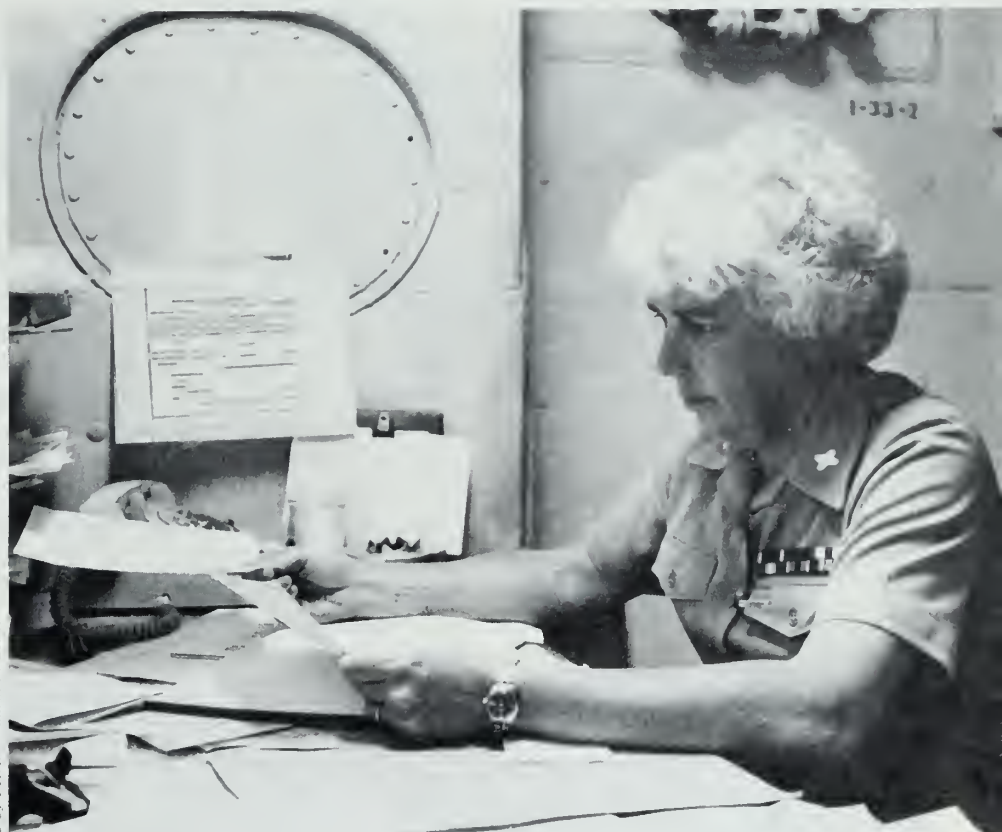


Photo by PHAN William P. Leake

mander's aide at recruit training in Bainbridge, Md. It was there that she decided to go into photography. After attending "A" school in Pensacola, she went to work for the Naval Intelligence Support Center, Suitland, Md.

More schooling followed as she attended motion picture school and photographer's mate "B" school. She then transferred to the West Coast and worked at the Fleet Air Photo Lab at North Island, San Diego; and in the Fighter Squadron 63 photo lab at Naval Air Station, Miramar. Back East again, Ezell has spent the last four years with the Naval Audiovisual Center, Washington, D.C.

At every one of her duty stations, she was selected sailor of the quarter or sailor of the year. She also was nominated for the Winifred Collins Award for enlisted leadership.

In her spare time, Ezell coaches women's softball teams in both military and civilian leagues. Her Navy team won the Naval District Washington championships for the last four years.

Her next tour will take her to the Fleet Air Photo Lab, NAS Agana, Guam, where

she will be officer in charge of the photographic laboratory.

\* \* \*

Through hard work and a desire to excel, these women have achieved officer status and a new challenge of leadership. They serve the Navy's need for both officer technical managers and officer technical specialists.

Are you eligible for either of these highly competitive programs? Do you have what it takes to advance? Do you want to excel? If the answer is yes to any of these, then what are you waiting for? Larger horizons and a brighter future can be yours if you take that first step and apply.

Questions about the LDO and CWO programs should be addressed to the Officer Community Manager for LDOs and CWOs, Office of the Chief of Naval Operations (OP-130EA), Navy Department, Washington, D.C. 20350. Telephone Lieutenant Commander Jim Parks at Autovon 224-5593/4 or commercial (202) 694-5593/4.

—Story by JO2 Russell L. Coons

# Time of Transition

By JO2 Thomas Turner, NETC, NAS Pensacola

After commissioning, limited duty officers and chief warrant officers enter a new world filled with increased responsibility. It's a world of broader leadership, requiring more communication skills, and with more precise Navy protocol standards.

It's also a transition period for the newly

commissioned officers—a time when many questions on proper conduct and being a leader arise and need answering. As one ensign LDO described it, "The hardest part is going from being the supervisor—chief or first class petty officer—to being the boss."

The Navy requires new LDOs and CWOs to attend a school that answers most of the questions concerning the transition to officer status. It is the Aviation Officer (LDO/CWO) Indoctrination School, a division of the Naval Aviation Schools

Command at Naval Air Station, Pensacola, Fla.

"Our objective is to prepare these career ascension officers to carry out their duties and to know what's expected of them as junior officers," said Commander Joe R. Brewer, aviation officer training school director. "Overall, we help ease their transition into the officer community. This is done with a varied curriculum of instruction, by answering their questions, and perhaps posing a few more to them."

Students comprising the 35 LDO and

*Students with different service backgrounds share experiences during a break (l-r): CWO2 Johnny Eusebio, Ensign Wilhimenia Matthews and Ensign Stanley R. Price.*





31 CWO designators come from a variety of backgrounds, and the school provides them with a unique opportunity. It's one of the few times in an LDO's or CWO's career that junior officers from the aviation, surface and submarine services are brought together to share their knowledge and experience.

LDO Ensign Robert Bush endorses the school as a confidence-builder. "I think it gives you a large amount of confidence. The people I've met here are from different backgrounds, and sharing this experience with them has made me more confident. It will be easier for me to make the transition when I get with the regular unrestricted line officers. I will be able to deal with them on a more professional basis."

The indoctrination school curriculum includes military law, military bearing (sword handling, uniform regulations, conducting personnel inspections), naval correspondence and administration, written and oral communications, naval programs and topics, protocol, physical training and seapower.

Lieutenant Charles McLarien, military law instructor, commented, "Students receive 15 hours of law instruction. We begin with the law sources: the Uniform Code of Military Justice and the Constitution. Students study captain's masts, courts-martial, administrative discharges, apprehension, search and seizure, judge advocate general investigations, personal counseling, conflicts of interest, the law of armed conflict, the Geneva Convention and the code of conduct.

"It's an overview of how the system works in the different areas," McLarien continued. "We don't get into specifics, and we don't tell you how to conduct a court-martial. We just give you an idea of what goes on, what you can and can't do; and if you have any problems, what references to use or whom to consult."

Sea power is part of the curriculum taught by Commander Ronald Murphy. "Students receive 22 hours of instruction based on the historical correlation of Alfred Thayer Mahan's definition of sea power. The course includes 10 hours of history from 1775 to 1953—almost exclusively naval history—then only an hour to cover 1953 to the present. The remaining 11

hours is a comparison of strategic and tactical U.S. and Soviet forces, capabilities and priorities.

According to Murphy, "It's all based on the idea of our Navy practicing sea control and the Soviets practicing sea denial.

"Strategically we go through the development of nuclear weapons, use and capability of nuclear weapons, basing and delivery modes, and who has them and where they use them," he said. "We also cover how the Navy fits in the triad concept of air, land and sea attack. The concept is also analyzed in relation to other nations as well."

Being a leader requires speaking before groups. And during oral communications class, students get their chance. Students select their own topics, usually ones in which they are knowledgeable or experienced, and present three speeches to the class. "This is important," Brewer said, "because officers must be able to communicate with their people. After leaving here the students are more comfortable and more confident speaking before groups."

Four hours are devoted to protocol which includes boning up on etiquette. Chief Warrant Officer Ann Atkins said the fleet has the wrong concept of this course. "A lot of people have the idea that the school is a 'knife and fork school.' That's all I heard before coming here, but it has nothing to do with utensils. Protocol is only a small part.

"I feel that I've accomplished a lot just getting here," said Atkins, one of two women officers attending the school. "They don't pick a lot of women for warrant and LDO.

"Of course, this is just a stepping stone to LDO. With 13 years in the Navy, I didn't want to start out as an ensign so I decided on warrant." Before Congress passed the law in 1980 allowing women to serve aboard non-combatant ships, women could not attend the school.

The instructors play an intricate role in the student's transition that goes beyond just lecturing. "The instructors are terrific," said LDO Ensign Ken Kollermeir. "They have very positive attitudes. They're really here to help us."

According to Captain James W. Ryan,

commanding officer of the Naval Aviation Schools Command, the school provides a polishing of previously acquired skills and experiences. In addition, it strengthens the qualities of leadership, management, pride and professionalism.

"Where these individuals came from is of primary consideration in understanding the spirit and intent of the school," Ryan said. Having faced stiff competition in the selection process from senior enlisted to officer status, these new officers with their unique and varied experience add substantially, as individuals, to the school.

In 1976, a pilot program was begun which ordered some surface and submarine LDO/CWOs through the Aviation Officer Indoctrination School to see how the syllabus would benefit other than aviation officers. "The results showed that all of the curriculum was applicable to any warfare arena and that the trading of knowledge and experience between these student officers and instructors is a major positive fallout of the school," Ryan added. "It substantially enhances the value of this educational experience to the Navy and the individual."

Although there is a restructuring of the LDO and CWO programs in progress, the number of incoming newly commissioned officers to the school is not expected to change.

During the year, 750 LDOs and CWOs attend the school in 25 four-week classes, averaging 30 students each. Current plans are to continue bringing in about 300 new LDOs as ensigns each year. An additional 100 from among the warrant officer ranks will be commissioned as lieutenants junior grade. The annual input to the warrant officer community will stay at 450.

For the newly commissioned LDO or CWO, carrying the weight of a new world on their shoulders will be easier as a result of the indoctrination school.

"A review of the total experience contained in a class of these officers, coupled with the duty stations to which they are to report, convinces me that the Navy will see outstanding performance from these individuals," Ryan said. "Having worked with graduates of this school during my term as commanding officer of USS *Lexington* proves to me the substantial worth of this indoctrination program."

# 'The Father of the Nuclear Navy'

On a hot August day in Groton, Conn., hundreds of people poured into the huge building at General Dynamic's Electric Boat shipyard. They had come to witness the launching of a nuclear powered submarine named after the man considered to be "The Father of the Nuclear Navy." They had come to pay honor to Admiral Hyman G. Rickover.

Admiral Rickover, the former head of the Naval Nuclear Propulsion Program, retired from the Navy in January 1982, ending a career that spanned close to six decades of active duty.

One of his former students, Admiral James D. Watkins, Chief of Naval Operations, was there to give the address at the launching.

Praising Admiral Rickover's accomplishments, Admiral Watkins told the audience that "Against all odds, Admiral Rickover proved that nuclear power could be safely used, both in shipboard propulsion and civilian power-generation applications. While others looked for short cuts, Admiral Rickover insisted upon establishing his standards of performance—with checks and balances, concern and quality, and extra care that have become the hallmark of our Navy's Nuclear Power Program."

Admiral Watkins also said that "From the very beginning, Admiral Rickover was particularly concerned about safety—it was a fundamental consideration in every facet of his program. He designed each nuclear ship with the thought that his own son would be a member of the crew."



*Hyman G. Rickover* (SSN 709), a *Los Angeles*-class attack submarine, is the second U.S. submarine to be named after a living person. (The Navy's first submarine, *Holland*, was named after its inventor, John Philip Holland in 1900.) The 360-foot, 6,900-ton submarine is designed to hunt down hostile surface ships and submarines.

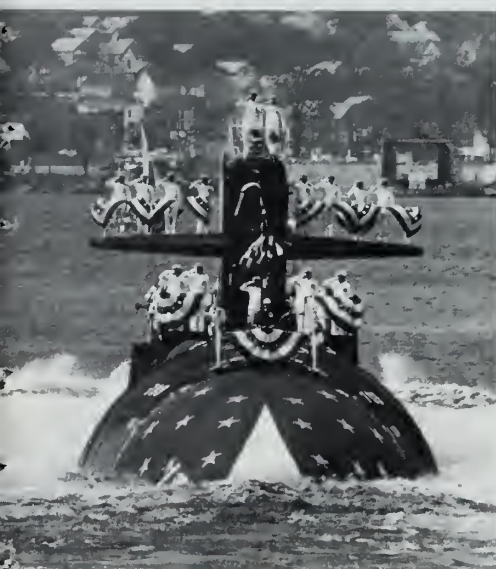
Concluding, Admiral Watkins said,

"Without this man's contributions, *Nautilus*' famous 'Underway on Nuclear Power' would probably still be an unfulfilled Jules Verne vision."

As Admiral Rickover's wife, Eleonore, christened SSN 709, guests rose to applaud and watch the sub slide into the Thames River.

—By PH2 Perry Thorsvik





## 'The Foremost Leader'

The U.S. Navy's engineering duty officer community formalized its respect for retired Admiral Hyman G. Rickover by dedicating a bronze likeness of him last July at Portsmouth Naval Shipyard in New Hampshire.

Admiral Rickover had served nearly 60 years on active duty—23 of them as the Navy's senior engineering officer. Following World War II, he became the Navy's chief advocate for nuclear propulsion in warships; his persistence was rewarded by the commissioning of the submarine USS *Nautilus* (SSN 571) in 1954—the world's first nuclear-powered vessel.

For the next 28 years, Admiral Rickover remained the Navy's foremost supporter of nuclear power; he was still in charge when *Nautilus* was decommissioned in 1979.

At the dedication ceremonies, Captain Joseph F. Yurso, the shipyard's commanding officer, declared that the intellect and character of Admiral Rickover had "brought about the change in our technology which ranks in importance with the introduction of steam, armored ships and the airplane."

He went on to say that "None who are aware of the performance of this outstanding leader will dispute the fact that he set higher standards for himself than for others, that he worked longer



and harder to achieve his goals, and that his dedication to the safe and efficient use of nuclear power inspired many others to a similar dedication."

Along with the admiral's likeness, six bronze plaques are mounted on a granite block. They represent the Navy's six nuclear-repair shipyards: Mare Island, Calif.; Charleston, S.C.; Pearl Harbor, Hawaii; Norfolk, Va.; Puget Sound, Wash.; and Portsmouth. Funded entirely through private donations, the monument bears the inscription:

"Admiral Hyman G. Rickover, USN, 'Father of the Nuclear Navy.' In recognition of and appreciation for dedicated and outstanding service to the United States as the foremost leader in the field of naval nuclear engineering."



# Class Troublemaker or Class Genius?

By PH2 Shayna A. Brennan,  
FltAVCenPac

Most of us can remember the class clown—the child who disrupted the rest of the class, couldn't follow directions and basically rebelled against the system. That class troublemaker, however, may have been the class genius.

In a brochure advertising the benefits of ASSETS (Armed Services Special Education and Training School), a quote from Thomas Jefferson addresses any attempt to group people into one system: "There is nothing more unequal than the equal treatment of unequal people."

At the Naval Base Pearl Harbor, Hawaii, ASSETS provides special education to civilian and military dependents with average to above-average intelligence. Civilian instructors staff the school, but the

Navy provides the facility and maintenance as a community service. "Without the Navy's help, we couldn't exist," said Dr. Paul Ban, the school's director.

Between classes, the halls echo the enthusiastic chatter of motivated students. Rooms alive with hands-on projects and walls adorned with posters and artwork create a lighthearted atmosphere.

This atmosphere is enhanced with enrichment courses in computer science, sewing, woodworking and ceramics. "When a child comes here, the sense of self-worth is often very low," said Ban. "We try to build self-confidence by allowing the child to excel in areas where he or she may be gifted or talented." The child, endowed with a sense of accom-







plishment through the enrichment courses, works to deal with learning disabilities through counseling and academic subjects.

The school works on the premise that learning ability and personality affect a student's performance. Each child is evaluated, and a course of study is designed to improve that performance.



"We don't try to cure the child," Ban said, "the problem is not going to go away. We're here to help the child recognize the problem and help that child learn to deal with it."



According to Ban, gifted children are not necessarily gifted in all areas. A child may be reading at college level but spelling at the level of a second-grader. The problem may be dyslexia, a learning disorder in which a person sees scrambled letters or reverses words when reading or writing.

Ban said the introduction of a computer into such a child's life may make a huge difference in abilities. Children with poor motor skills may also benefit.

"A child with writing problems normally would take a long time to express an idea, but typing into the computer offers immediate feedback and also releases the child from the frustration of the handicap," he said.

The transient nature of the military family sometimes leaves the learning disabled child unidentified.

"The evaluations take time," Ban said. "A military child is sometimes on the way to another location before an evaluation is complete."

Forty percent of ASSETS enrollment is military dependents. Paul Schroud, a student whose father is aboard USS *Los Angeles* (SSN 688), expressed satisfaction in attending the special school.

"I feel good coming here," he said. "I get A's and B's now. I'm doing a lot better here."

Most of the students spend an average of two years at ASSETS. One-third of the enrollment is classified as gifted learning disabled. Another one-third are reversal (dyslexic) disabled, and the remaining are what Ban termed "high risk."

"Even though testing does not show them to have a serious enough problem to qualify for public special education, they do have learning disabilities that give them trouble," he said.

With support provided by the Navy and funding from state and federal agencies, the school has never refused admission to a child because of tuition costs.

The success of the school is exemplified by the fact that no student has had to return to ASSETS after re-entering public school.

"Our goal here is to help students build self-confidence," Ban said, "and teach them to understand and cope with their disabilities so they won't run into problems again."



## OK-Secure the Drill

Story by JO2 Barry Seymour  
Photos by Lt.j.g. Dale Clock and  
JO2 Seymour,  
USS Cleveland (LPD 7)

"Hit alpha! Hit alpha, starboard side," blares the IMC in every compartment. "The ship has sustained severe damage starboard side, second deck and above, frame 96 and forward. An unexploded missile lodged in the 0-2 level; its fuel has ignited."

After two months of practice, the crew of USS *Cleveland* (LPD 7) is prepared and at general quarters before the simulated enemy attack. Now, during the final two weeks of refresher training (RefTra), every evolution that a naval vessel could expect in wartime is meticulously planned, realistically enacted and ruthlessly evaluated. It will be graded by observers from Fleet Training Group, San Diego.

Two concussion grenades explode over the side. Observers declare the entire mid-section of the ship uninhabitable. Imaginary fires rage out of control and smoke pours into space after space.

The ship loses power, and with the power loss go lights and ventilation. The absence of hissing in air vents and the wan light of the battery-powered battle lanterns lend a chilling sense of reality. "Injured" crewmen fill passageways, acting out pain inflicted by simulated wounds with unnerving realism.

Damage Control Central is evacuated. Phone talkers and supervisors make their way tortuously through a close, darkened ship to the fo'c's's'le. All repair locker personnel are directed to evacuate as well; some head forward, some aft. Only after coming through a scuttle or hatch into the







sunlight is the extent of the confusion evident.

On the fo'c's'le the deck is a shambles. "Injured" personnel moaning in pain are everywhere. Firefighting gear is laid out, having been dragged from the various repair lockers. Life jackets, survival gear and blankets have been dumped on the deck in hurried disarray. Officers, chiefs and petty officers try to bring some measure of organization to madness.

A firefighting team is hastily organized to fight a path back into the ship. Hoses are charged by portable pumps—the hatches are sprayed with cooling sea water in preparation for entry. Another fire is reported in the ship's well deck. Close aboard to starboard, USS *Lewis B. Puller* (FFG 23) snakes a hose charged with firefighting water across to *Cleveland* in an effort to help.

The petro-chemical fire in No. 2 engineroom rages out of control, and the space is being evacuated. Phone talkers struggle to establish communication with someone—anyone on the firefighting team on the well deck. Suddenly a whistle blows, and an observer stops the action.

SN Jack Fraker (above) dons wetsuit and life jacket for a pilot rescue exercise in USS *Cleveland's* (LPD 7) motor whale boat (left). HTCM Maurice Vanlerberg (far right) listens to some pointers from a fleet training group observer.

"All right, you guys, now listen up." The evaluator, a grizzled chief hull technician, has seen more than his share of firefighting, both real and simulated. "First of all, you guys in the repair lockers . . . you did a good job of tending to the wounded, but you did so at the expense of the fire! Fighting that fire should be your first priority! You also should have gotten your walking wounded to tend to themselves or, better yet, have them help the more critically injured.

"When you were given the word to back out of the space, you did it quickly. That was good. However, you left the hatches open behind you. This means you let the fire follow you through the ship! That's part of the reason you're in such bad shape now. OK, secure from drill."

Major conflagration exercise is a relatively new concept in refresher training evaluation, and few ships successfully pass the first time around. The exercise demonstrates how sudden and devastating warfare can be. The speed and effectiveness with which the crew responds to such catastrophe is critical.

Several weeks before *Cleveland's* RefTra began, officers and chief petty officers were sent aboard other ships undergoing training to learn from the mistakes of others. This concept of forming a damage control education training team, or DCETT, has proven invaluable in pre-

paring for the grueling period of refresher training.

Lieutenant Junior Grade Dale Clock, a *Cleveland* DCETT member, said, "When we went aboard other ships during their RefTra, we learned from the FTG observers just what would be expected. With what we learned, we got our repair teams organized and trained, we checked all our spaces for various materiel discrepancies, and corrected them . . . all while we still had a fair amount of time to do the work. It came down to the crew helping the crew, which is good training regardless of what you're preparing for."

When observers from Fleet Training Group come aboard, the ship is expected to be fully ready to fight, sustain damage and perform its mission in all respects. However, there is almost always a need for more education. For this reason, the first week of RefTra is set aside for testing and grading on an informal basis. The FTG observers run the show, enact the scenarios, time the exercises and evaluate the crew's ability to deal with every situation. The observers' professional experience is a big help in making a ship battle-ready.

The crew is regularly called to battle stations, and the speed of their response is timed. If they are not fast enough, problems are noted and discussed, so more minutes can be shaved off the clock next time. The ship's Combat Information



# REFTRA

Center practices navigating, spotting other vessels, air traffic control, and electronic identification of vessels and aircraft. The ship goes through "man overboard" and "abandon ship" drills to remind the crew of the proper procedures to follow during such situations.

Lieutenant Terry Scribner, FTG training coordinator for *Cleveland* during RefTra, said that although many ships are specialized in nature, all areas of readiness are tested during refresher training. "Some ships do especially well in certain areas because of their specialties. Guided missile cruisers do well in combat operations, amphibious ships do best in amphibious ops, and so on. Still, the Fleet Training Group stresses the importance of proficiency in all areas.

"If we don't stress things like damage control, first aid and such in training, they won't be given the proper amount of attention in a combat situation," Scribner said. "These so-called 'little details' are the things that increase a ship's chances for survival."

The final week of refresher training is the toughest. Battle problems become realistic with planes, helicopters and other ships participating. Tactical scenarios are enacted, educating the crew on the simulated "big picture." Scheduled evolutions give way to surprise drills. On the final three days, everything is done for a grade.

On Thursday morning of *Cleveland's* second week of RefTra, a fine mist covered San Diego harbor. The ship picked up the FTG observers for the day and proceeded to sea.

*Cleveland's* officer of the deck received notification from the FTG observer to guide the ship through an imaginary fog bank and a simulated minefield outside the harbor. The word was passed over the ship's speaker system: "Now station the low visibility detail, now station the mine detail." The ship's engines slowed to ahead one-third, and lookouts manned their posts.

The ship crept along through the harbor. Lookouts relayed sightings "heard" or seen through an imaginary bank of fog. Buoys, seagulls, even bits of litter in the water were reported. After a satisfactory run, the observer nodded, and the OOD secured the special details and brought the

ship up to normal speed.

Later in the day, an incoming message reported an A-7 attack aircraft down in the water off San Diego. As the ship began its search, the Combat Information Center reported a low-flying aircraft in the area, identity unknown.

Lieutenant Thomas Straw, communications officer and OOD during this drill, said, "Sometimes there is no way we can know that a situation is a drill until the FTG observers tell us. The constructed fog bank and minefield this morning were obvious drills, but the downed aircraft and the unidentified low flyer could be real world events for all we knew.

"With this low flyer," Straw continued, "it could be a real plane or a heli-

copter masquerading as a plane. There might not even be a plane out there at all; the observer might just step up and show me a picture, and say 'this is the plane you just saw. What are you going to do now?' We just have to follow the proper procedures in each case, and assume everything is real until we discover otherwise."

Still later that day, the ship's speakers blared out the order to man battle stations. All 420 *Cleveland* crewmen raced to their stations, up and forward on the starboard side, down and aft on the port side. After two weeks of training, the crew manned all stations and set material condition Zebra in 6 minutes, 40 seconds.

All DC Central phone talkers and plot-







ters were in proper battle dress: pants legs tucked into socks, collars buttoned high; pens were ready in front of damage report forms; and phone talkers were on the line, ready to receive or transmit information. The damage control plotter stood in front of an "exploded view" blueprint board, grease pencil in hand, ready to record all damage reported in a special, time-saving code.

An A-7, masquerading as an enemy aircraft, roared low over the ship. The sound was so loud, the jet so low, that the following noise of its afterburners was heard as far as three decks down. A thump to starboard, like a hammer on a garbage can, signaled the detonation of a concussion grenade thrown over the side by an FTG observer.

"Hit alpha! Hit alpha, starboard side!" repair locker three-alpha reported. "Central, three-alpha; investigators have been sent out."

Damage reports came in from various repair parties on damage received, and teams dealt with the problems. Frequent warnings from the bridge to "brace for

shock" were passed over the speakers. The crew responded by getting a good grip on something secure, flexing their knees and elbows, and opening their mouths (all of this is intended to minimize injury if a strong shock wave rocked the ship). When "relax brace" was passed, the team in DC Central briefly checked with all stations to ensure communication was still in order, then they continued taking reports.

The following 1½ hours was a scene of organized confusion. As three phone talkers received reports, two plotters indicated the damage on the board, the damage control assistant (DCA) sent out instructions to repair teams, and two other phone talkers relayed vital information to the bridge, where it was plotted again. Orders and information flowed back and forth, from repair lockers to DC Central and back.

Scraps of paper carrying coded damage reports were passed hand to hand from phone talker to plotter to DCA, and back

again. Fires were fought, flooding controlled, and cracks in the hull plugged until all damage was finally under control. FTG observers in DC Central and in each repair locker completed their evaluations as *Cleveland* completed another successful evolution.

The official word at the end of the two weeks: USS *Cleveland* satisfactorily completed refresher training for 1983. Compliments were passed along to every department, along with some constructive criticism.

Captain R.R. Thomas, fleet training group's chief staff officer, told the crew, "You've come a long way, making steady pull across the spectrum of training. You've discovered the fullness of your strengths and the extent of your weaknesses. You now know what further progress is needed.

"I just want to emphasize that the end of RefTra shouldn't be the end of training. Build on what you have learned, to maximize your readiness."



Crewmen from USS Lewis B. Puller (FFG 23) (left) feed a charged fire hose to USS *Cleveland* in an effort to fight simulated fires. Aboard *Cleveland*, stretcher bearers undergoing first-aid training (above) race through the well deck. HTFN John D. Cox (right) demonstrates protective clothing and a testing kit used in chemical warfare defensive training.

# Isle of Man

By Ensign John P. Buziak and Lt.j.g. John R. Hayes, USS Spruance (DD 963)



USS *Spruance* (DD 963) recently visited the Isle of Man, a small self-governing island located—equidistant from Scotland, Ireland and England—in the middle of the Irish Sea. The island is part of the British Commonwealth.

The Norfolk-based destroyer arrived in Douglas Bay, near the island's capital, in time to participate in a double celebration—the observances of the United States' Independence Day on July 4 and the island's Tynwald Day celebrated on July 5.

Festivities began with a fireworks display put on by crew members of *Spruance* at anchor in the bay. Islanders watched the pyrotechnic display from the lighted promenade that skirts the bay and also from the rolling hills surrounding the capital city.

The next day, 30 *Spruance* crew members and midshipmen on board for training joined a detachment from the British ship, *HMS Leander* (F 109), to march in the annual Tynwald Day parade. Immediately preceding the march, the island's lieutenant governor, Rear Admiral Sir Nigel Cecil, received a 15-gun salute from a battery of the Royal Army. The admiral then reviewed the assembled military detachments of both ships before presiding over the Tynwald Day ceremonies.







Tynwald Day is celebrated by the Isle of Man to commemorate the opening day of the island's 1,000-year-old parliament, the House of Keys, one of the most ancient legislative assemblies in the world. It is an ancient custom which dates back to a Norseman named Orry, who conquered the island in the 10th century. As part of the day's celebration, laws passed the previous year by parliament were distributed in both English and Gaelic at St. John's, the meeting place of the parliament.

That evening—as part of the two-day visit—*Spruance* conducted a series of shipboard tours. Islanders responded with local tours and an introduction to the relaxed pace that characterizes the island, which has an area of 227 square miles and a population of 65,000.

*Upper left: USS Spruance (DD 963) at anchor in Douglas Bay. Above: Isle of Man Lieutenant Governor Rear Admiral Sir Nigel Cecil—preceded by the legendary Manx sword—leads the parade to Tynwald Hill. Photos courtesy of the Clerk of Tynwald. Left: Full assembly on Tynwald Hill. Photo by Lt. Jack A. Greenspan.*



# Rendezvous at

Darkness huddles with the ice and snow in the 30-degree-below-zero clearing. There is not so much as a lamppost to stop the biting wind.

A deep groan interrupts the silence and intensifies with the crushing, the cracking, and the scraping of ice against metal. Piercing through about 4 feet of arctic ice, the superstructure of USS *Aspro* (SSN 648) is enveloped by the night.

Shortly, only 100 yards off *Aspro*'s port bow, a second commotion begins. The sail of another nuclear-powered attack submarine breaks through the ice—*Aspro* and USS *Tautog* (SSN 639) have arrived.

Although this rendezvous occurred at the appointed time and place, nobody came out into the night to welcome the men of *Aspro* and *Tautog*. This was only the second time that two U.S. Navy subs met and surfaced at the North Pole. Yet, *Aspro* and *Tautog* were the first to accomplish the mission in the winter months. (USS *Skate* (SSN 578) and USS *Seadragon* (SSN 584) surfaced at the pole on July 31, 1962.)

"Maneuvering a submarine under the ice is the most challenging and unforgiving operation a submariner can

do," said *Aspro*'s commanding officer Commander Fred Gustavson.

Arctic exploration in the darkness of winter involves threading the ship through shallow water sometimes blocked by polar ice keels hanging down from the underside of the surface and nearly touching the ocean's floor. This journey to the geographic pole required negotiating a safe path covering thousands of miles.

"Tenacity and stamina are absolute requirements," *Tautog*'s commanding officer Phillip Klintworth said. "Under-ice navigation requires exacting attention to detail every minute. There is no opportunity to relax."

The two submarines set out from their home port of Pearl Harbor for a three-month deployment in the western Pacific Ocean. Their schedule, however, called for them to go separate ways to their arctic rendezvous.

After running for 43 days submerged, *Aspro* arrived at the pole. The ice above the submarine was examined with the ship's sonar. After about five hours, Gustavson determined a suitable surfacing area, a space 200 yards wide by 800 yards long, with an ice thickness of less than 4 feet.





# the North Pole

*Aspro's* maneuvering team positioned the ship under the surfacing area and lightened its variable weight to allow the ship to ascend against the ice. After an initial loud cracking sound above, the ice gave way to the pressure of *Aspro's* ice strengthened sail.

Once the ship had "surfaced" (only the superstructure of the submarine appeared above the ice), the crew began preparations for the arrival of *Tautog*. Crew members climbed out of the sail and quickly measured the distance from the sail to a forward hatch, to make an ice-level access to the submarine. Floodlights were unloaded and positioned to shine on the area where *Tautog* was expected to appear.

"Even though I had been here once before as executive officer of USS *Pintado* (SSN 672)," Gustavson said, "I still felt the eeriness of the combination of the cold, dark and almost total silence."

While all this activity was going on above the ice, *Tautog* located *Aspro* using ice sonar. After finding a suitable area, preparations were made quickly for surfacing before the currents could cause the ship to drift out of position.

Again the sharp, cracking sounds echoed over the frozen water, and *Tautog's* sail emerged. Klintworth climbed out through the sail hatch, and the two commanding officers exchanged greetings. A flag-raising ceremony followed. The ships remained surfaced for about 16 hours.

The two crews performed a hasty ceremony presenting the dolphins insignia to several shipmates in recognition of their completion of specialized submarine training. Another special ceremony marked the polar re-enlistment of two career submariners, Master Chief Electronics Technicians W. Lennox and K.K.S. Wong.

The professionals who take on arctic operations do so with a great deal of anticipation as well as a healthy respect for the potential hazards. The scientific information and evaluation of the ability of ships' systems to operate in the harsh arctic environment, which was gained in the *Aspro/Tautog* deployment under the ice, will provide essential knowledge for future submariners to survive and operate under the polar icecap.

—Story by Lt. Cmdr. Mel Sundin, ComSubPacFlt  
—Artwork by DM2 Eugene Clark





By JOCM John D. Burlage, CHINFO

# Report from Beirut





*Patrolling the streets and skies over Beirut is part of the daily routine for American Marines in the Multinational Peacekeeping Force, as is the training in helicopter assault tactics by Marines in camouflage. Top photo by JO1 Wade Johnstone.*

*The situation in war-torn Lebanon changes daily—almost hourly. It changed between early July when Master Chief Journalist John D. Burlage went to Beirut and mid-September when he returned. It changed between the time he returned and when his report was filed for publication. Then, on Oct. 23, in a matter of seconds, an unexpected, drastic change plunged the people of the United States into deep mourning. A terrorist drove an explosives-laden truck through the barricades of the Marine headquarters in Beirut and into a building housing American Marines and Navy men. More than 200 Americans were killed in the ensuing explosion.*

*Still, many things in Beirut remain the same: austere living conditions, boredom, sometimes fear and, for most of the members of the Multinational Peacekeeping Force, the commitment to bring stability to Lebanon.*

*The report on these pages tells how it was when Burlage was in Beirut. It is followed by a pictorial tribute to those who were killed in the Oct. 23 explosion, the people about whom Marine Commandant General Paul X. Kelley said, "As I wept inside, I asked, 'Lord, where do we get such men?'"*

*—The Editor*

Navy Captain Morgan M. France walks across the flight deck of the amphibious assault ship USS *Iwo Jima* (LPH 2) to a waiting CH-46 *Sea Knight* helicopter assigned to Marine Medium Helicopter Squadron 162. In minutes, the aircraft passes over the beach and lands at the military airstrip located to one side of Beirut International Airport. Marine Colonel Timothy J. Geraghty greets him warmly.

France, commander of Amphibious Squadron Eight, and Geraghty, commanding officer of the 24th Marine Amphibious Unit, are the two most prominent American military officers in Beirut, Lebanon. Working closely together for months, they have forged the Navy-Marine Corps team which is the



# Beirut

American portion of the Multinational Peacekeeping Force sent to Lebanon.

The two commands, comprising a Mediterranean amphibious ready group, have placed some 1,200 Marines ashore in and around Beirut International Airport and supported them as they undertook the often tedious, occasionally deadly, always dirty job of being part of MNF. The 24th MAU Marines were scheduled to be in Beirut for a six-month deployment.

Very much a part of MNF themselves, more than 1,900 Navy people backstop the Marines—either alongside them in Beirut or aboard ships operating just off the beach.

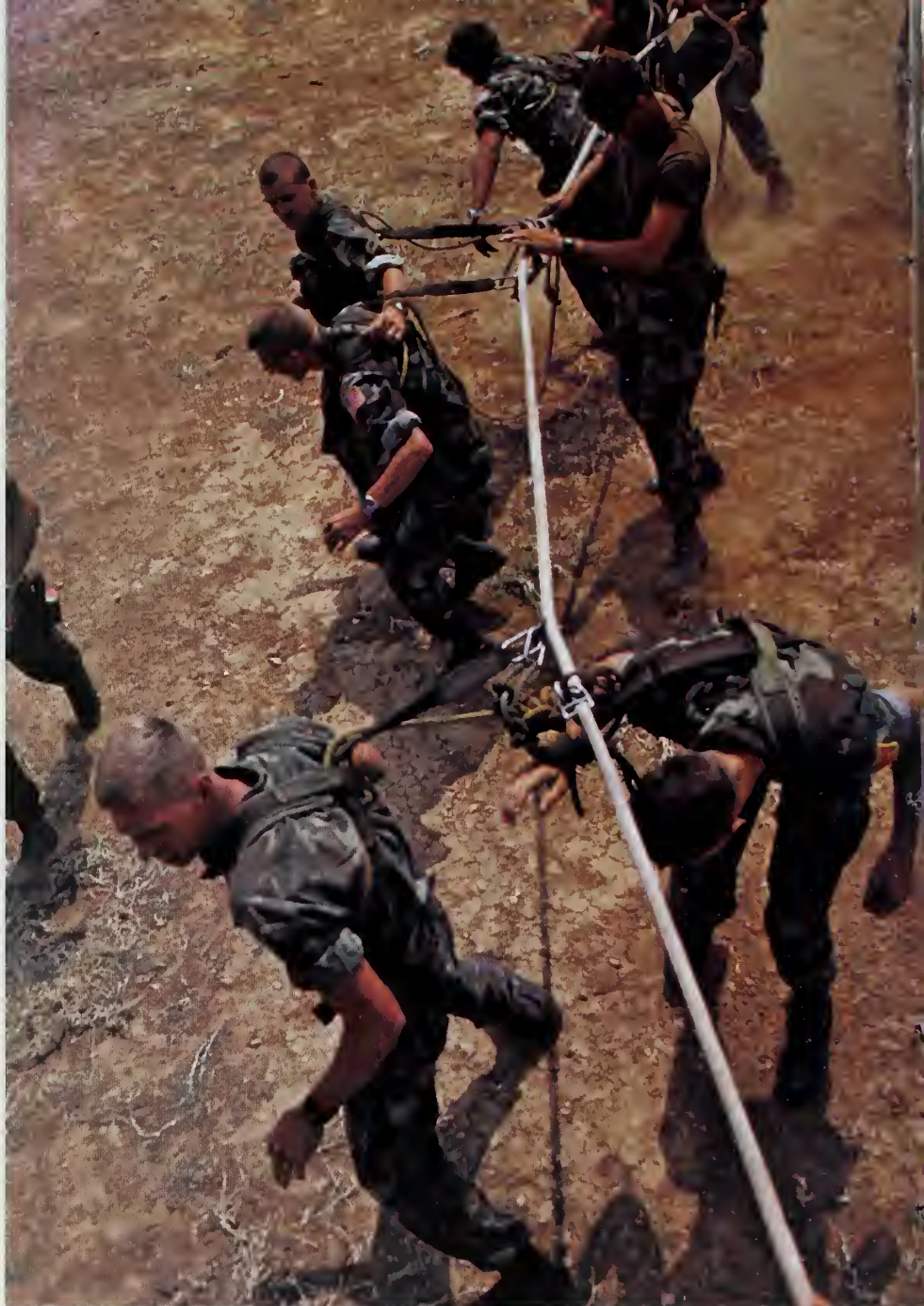
For several hours after France's arrival ashore, he and Geraghty will discuss matters vital to the continuing presence in Lebanon of the Navy-Marine Corps units they command.

"The relationship between Col. Geraghty and me is one of great mutual respect and professional honesty," France says. "We both want to have the most proficient, professional organizations possible, and to do that we must keep the lines of communication open consistently."

Geraghty says the relationship he enjoys with France has been built with care. "Commodore France and I had the distinct advantage of being able to prepare for our stay in Beirut very early in the game. We were able to train together extensively, Navy and Marines, in both blue-water and green-water operations. The early preparations and the early insistence that this would be a team effort have paid off. It's working here the way it should work."

Aboard the amphibious cargo ship USS *El Paso* (LKA 117), Command Master Chief James A. Dutcher pauses on a weather deck as he makes his daily rounds. With one of *El Paso's* 70-ton cargo handling booms towering over him, he peers through the haze generated by a hot Mediterranean summer day.

Around *El Paso*, the other ships of the amphibious ready group lay at anchor. There's *Iwo Jima*, its crew at flight quarters. Closer to shore are the amphibious transport dock USS *Austin*



(LPD 4), the dock landing ship USS *Portland* (LSD 37) and the tank landing ship USS *Harlan County* (LST 1196).

Not far away, the destroyer USS *John Rodgers* (DD 983), a naval gunfire support ship, steams slowly to the north. Radios crackle with information as the crew holds another drill with members of the Second Air and Naval Gunfire Liaison Company. In observation posts ashore, ANGLICO spotters call out simulated targets to the ship. Included among the 12 Marines who staff the ANGLICO is a Navy lieutenant acting as liaison officer.

The time will come when, for another gunfire support ship, it will be no drill.

Crewmen of the frigate USS *Bowen* (FF 1079) will fire four 5-inch shells against an artillery position that was launching rounds into the American MNF compound.

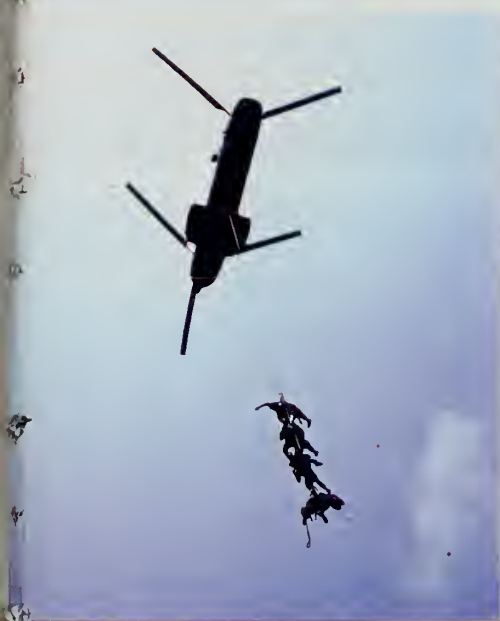
Later, *Bowen* will be joined by the cruiser USS *Virginia* (CGN 38) and *John Rodgers* to fire almost 300 more rounds in support of the Marines. The effect will be telling; a Druze militiaman opposing Lebanon's legitimate government will tell a *New York Times* reporter, "The Americans shelled very extensively, for a short period, but it was during exactly the right period to stop us."

Still later, American gunfire support





Whether training on a Marine SPIE (special patrol insertion/extraction) rig for quick withdrawal of troops from behind enemy lines or participating in sporting events to relieve the boredom, Marines and Navy people cooperate and compete on a friendly basis. A mortar round doesn't make too much of an impression in concrete, but the shrapnel this one carried (below left) damaged a building 50 feet away and injured a Marine.



are really 'ours,' and we try to do our job for them with that thought in mind."

Another *El Paso* crewman is Boat-swain's Mate Second Class Michael R. Bourassa. A boat crew supervisor and coxswain, he joined other *El Paso* crew members for trips ashore to compete with Marines and members of other ships' companies in athletic events.

"It sure hasn't been the typical Med cruise," he declares. "It's exciting to be here, especially when we realize the rest of the world is watching what we do on TV."

The ships of PhibRon Eight are the most apparent and continuous evidence of the Navy's presence in Beirut. Standing just offshore, they are highly visible reminders of the means of transportation used to bring the Marines to Lebanon, the source of most of their support while they're in country, and part of their defense against attack.

The squadron is one of four belonging to the Naval Surface Force, Atlantic Fleet, based in Norfolk, Va. Under operational control of the squadron commander, and wedded to an East Coast-based MAU, the ships provide the platforms for MARG deployments to the Mediterranean and Caribbean—or to hot spots such as Lebanon.

The Navy has other ships operating near Beirut (bringing their average total to about 12). One of them, the nuclear-powered aircraft carrier USS *Dwight D. Eisenhower* (CVN 69), steamed near Beirut in late August and September as part of an effort to stop intense artillery, rocket and mortar attacks which killed four Marines and injured 17 others when rounds—reportedly aimed at the nearby Lebanese armed forces installations—dropped into Marine positions. Retaliatory fire from Marine artillery and helicopter gunships was the primary American response to the attacks, but *Eisenhower's* swift appearance was credited with being an important factor in a quick reduction of shelling near the American compound. *Eisenhower's* aircraft make frequent reconnaissance passes over Beirut to emphasize the American Navy's presence in the area.

Most of the Marines wounded in the attacks were evacuated by helicopter to *Iwo Jima* for treatment and recuperation.

Besides the ships, PhibRon Eight includes other units required for deployment with MAU: Naval Beach Group Two Detachment Charlie (including elements of Amphibious Craft Unit Two, Amphibious Construction Battalion Two and Beachmaster Unit Two), Detachment Mike of Tactical Air Control Squadron 21, and a special warfare group detachment.

From his vantage point on Green Beach, near where the Marines original-

capabilities will be given a tremendous boost with the arrival of the battleship USS *New Jersey* (BB 62). It will be the first battleship to steam in Mediterranean waters since 1957.

Aboard *El Paso*, it's never far from Dutcher's mind that on at least two occasions in the last several months Navy ships have been fired on from the beach. Nobody was hit, but knowing the call to battle stations could be for real gives crewmen extra incentive to do well in their regularly scheduled general quarters and damage control drills.

"I'd have to say we're closest to our Marines, the ones who rode *El Paso* on the way over," Dutcher admits, "and I guess that's understandable. But it's important we remember all the Marines



# Beirut

ly landed in Beirut, Chief Boatswain (CWO2) Pete K. Kosse has a clear view of the constant movement of helicopters and surface craft as they ferry people and supplies to and from shore.

The chief warrant officer and the 20 men he supervises are a tight-knit group which includes boatswain's mates, signalmen and enginemen. Together, they form Beachmaster Unit Two Detachment Charlie, an element of Little Creek-based beach group two. Their work is in salvage, boating, ship-to-shore communications and logistics.

While they may represent the most apparent Navy presence in Beirut, the ships and men of PhibRon Eight have plenty of company.

The most obvious are hospital corpsmen, long honored members of the Marine combat unit. In Beirut, corpsmen are very much members of the shore party—but, these days, they do more than treat wounds.

Environmental health hazards are the special responsibility of the preventive medicine unit, assigned to 24th MAU and an element of the Mobile Medical Augmentation Readiness Team. Its doctors and corpsmen are schooled in food service sanitation, entomology, industrial hygiene and general environmental health. They ensure the water is safe to drink and the food safe to eat. They supervise construction of field sanitation facilities, and they battle insects with portable insecticide sprayers.

More conventional in their duties, but just as important, are the corpsmen assigned to help treat illness or injury. They can be found at all levels of the MAU operation: with the MAU Service Support Group and, as members of the BLT, at the company level.

"There is a definite job here for Marines and it's our job to support them," says Chief Hospital Corpsman John M. Vaughn as he guides a visitor through the rooms and tents housing MSSG's medical detachment. "We do our job to the best of our abilities."

With Navy doctors, Vaughn and the 19 corpsmen he supervises operate a shock and surgery unit, acute care ward, laboratory, X-ray facility, pharmacy, emergency room and preventive medi-



*Despite the constant fighting between opposing forces seeking to control the area overlooking Beirut International Airport and visits by VIPs like the Secretary of the Navy (right), American sailors go about the business of digging out bunkers and trying to stay clean.*



cine element. The unit also has a complete dental facility.

Working with doctors to look after the physical health of the Marines is a job for the corpsmen. Helping the chaplains who look after their spiritual health is a job for a man serving in one of the Navy's newest ratings.

The temperature in Beirut is a blistering 100 degrees Fahrenheit. But Chief Religious Program Specialist-selectee Gary R. Chapin, a one-time collegiate

long-distance runner, ignores the heat as he pumps out his daily three miles around an airport perimeter road.

To his right, Lebanese living in a partially destroyed house with no glass in the windows watch him. To his left, a Marine sentry standing outside a sandbagged guard post watches both Chapin and the Lebanese.

"It has been an exciting tour," the Vietnam veteran says. "We've established the first chapel and the first li-





brary. We get tremendous cooperation from the Marines, and we're completely accepted. I know missionaries and people in the relief agencies praise the MNF presence in Lebanon—it gives them a chance to finally begin rebuilding their country.”

Dressed in camouflaged utilities and combat boots, Journalist First Class Wade H. Johnstone leaves his tent and opens the makeshift door of a tin and 2 by 4 structure built around a battle-

field electronics shelter.

When he closes the door and sits at the radio station's control panel, Johnstone won't hear the steady drone of the battlefield generator providing the electricity he needs to broadcast his nightly radio show. He has a loyal, receptive audience for the information, news and music he provides from the Navy's first truly mobile radio station.

Johnstone and the other Navy broadcasters who volunteered to man the Bei-

rut station, a unit of the Navy Broadcasting Service, already have become intimately familiar with the bunker near the station.

They've spent hours in that bunker whenever any of several opposing forces in Lebanon decide to lob artillery, rocket and mortar rounds into the nearby airport, suburbs and military installations. But Johnstone is proud that “down time” for the station because of attack has been minimal; station personnel in helmets and flak vests have set up an “alert condition one” watch to keep their station on the air.

In fact, the Navy broadcasters invariably are the first to provide information to Americans ashore, because the Marines ensure the station gets the facts as soon as they're known.

When Electronics Technician First Class Joseph E. Brown wrote his wife Ann in Charleston, S.C., that the Marines in Beirut needed reading material, she started a nationwide campaign to collect books. The result was the recent opening of a 5,000-book library, a source of pride to Brown, who helps staff it after his regular duties for the Ashore Mobile Contingency Communications Unit, a vital communications link between the Marines and the rest of the world. Lately, those duties have included strengthening and expanding the bunker Brown and his co-workers have dug into the ground near their AMCCU trailer.

“Two of us volunteered for duty here in place of a regular six-month Indian Ocean deployment,” Brown says. “And except for the mortar and rocket attacks, I don't regret making the choice a bit. I don't believe I've ever seen a greater amount of teamwork between sailors and Marines.”

Modern Lebanon has known war at least since 1948. Conflict was fed by the reduction of English and French influence in the Middle East, creation of the state of Israel on its southern border, internal sectarian squabbling and, most recently, relentless efforts by the Soviet Union to increase its sphere of influence in the region.

By 1975, tensions inside Lebanon festered into civil war. Among the more



than 40,000 who would die was American Ambassador Francis Meloy. His kidnapping and assassination triggered evacuation of Americans from Beirut—and the Navy and Marines were called in to help do the job. It was not the first time the two services were the arm of American policy in the region.

In July 1958, as a result of the Eisenhower doctrine, then in 1975, and in July 1982, again initially to evacuate Americans from a country teetering on the brink of destruction, the Marines came ashore in Lebanon. Each time, the Marines looked for support to the Navy ships which brought them to the landing beaches off the Lebanese capital city of Beirut.

Despite a span of 24 years, the landings were remarkably similar. The events which followed were not.

In 1958, although Navy and Marine planners knew an action in Lebanon was possible, the landings were short-fused operations, dictated by political decisions and timetables. Despite threats from Lebanese factions, the 1958 operation was unopposed.

“The scene on the beach was perhaps one of the most colorful in the long history of Marine Corps landings,” writes Jack Shulimson in his monograph, *Marines in Lebanon 1958*, as he describes the movement ashore of the Marines of BLT 2/2. (BLT, BLT 2/8, and BLT 3/6 also came ashore in 1958.)

“Witnessing the assault were bikini-clad sunbathers, Khalde villagers who had galloped on horseback to the site, and the beach workmen who had dropped their tools and run to the shore. As the fully armed Marines charged over the sands, these civilian observers waved and some even cheered. A few of the young boys even attempted to help the Marines in bringing ashore some of the heavier equipment.”

Shulimson writes that the objective of the 1958 landings was “to support the legal Lebanese government against any foreign invasion, specifically against the Syrian First Army located between Damascus and the Israeli border and only a few hours march from Beirut.”

Teamwork between the Navy and the Marines on the beach is exemplified by

this observation from Shulimson:

“The Marines and Navy were forced to improvise [in efforts to move supplies ashore]. Company E and a hastily formed shore party from *Monrovia* manhandled the supplies from the landing craft onto the beach. LVTPs, Ontos, a bulldozer and five mechanical mules were used to carry the material from the waterline to the temporary supply depots inland. The versatile mules proved to be extremely effective in negotiating the loose sand. They hauled over 75 tons of ammunition during the first 24 hours ashore.”

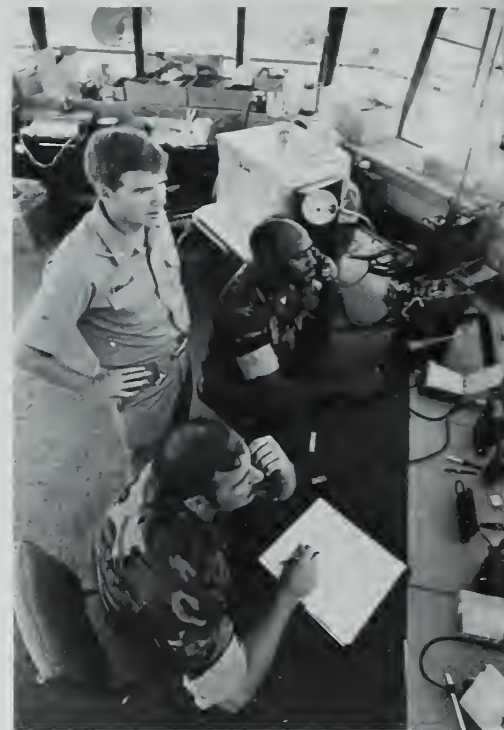
The Marines may have had plenty of ammunition, but their primary purpose was not to take offensive action. They were to serve as a stabilizing element and as an overt display of American determination that Lebanon would not be overrun. In 1958, the peacekeeping mission was an uncommon one for Marines and Navy people trained to conduct amphibious assaults against hostile beaches.

Augmented by U.S. Army forces, they would perform that mission until the last of them left the country in late October after the Lebanese formed what was hoped would be a viable government.

The story is much the same in 1982. Lebanon is in turmoil again, this time because of Israeli-PLO confrontation and a bristling Syrian presence in Lebanon.

At first, the mission was evacuation. Sailors and Marines of Amphibious Squadron Four and 32d MAU, deployed from the east coast, shuttled some 580 Americans and foreign nationals June 24 from Juniyah just north of Beirut to safety aboard the amphibious transport dock USS *Nashville* (LPD 13) and the dock landing ship USS *Hermitage* (LSD 34).

Then the mission changed: As America worked once more to help bring peace out of the havoc of war in Lebanon, helicopters of HMM 261, flying from the amphibious assault ship USS *Guam* (LPH 9), provided Special U.S. Envoy Philip C. Habib and other negotiators the transportation they needed to perform “shuttle diplomacy” missions



to points as far away as Tel Aviv.

The possibility existed for a PLO pull-out from Beirut, one which would have to be supervised by someone. The someone, as it turned out, were Marines of the 32d MAU along with forces from France and Italy. They formed MNF.

Writing later in the *Marine Corps Gazette*, the commander of the 32d MAU, Colonel James M. Mead, commented: “The obvious concerns of inserting some portion of the 32d MAU between 30,000 Israelis and 15,000 PLO and Syrian fighters were well-recognized.”

As in 1958, there was a mission statement.

This time, it was created by the Americans, French, Italians and the Lebanese government. It was, Mead wrote, to “support Ambassador Habib and the MNF committee in their efforts to have PLO members evacuated from the Beirut area; occupy and secure the port of Beirut in conjunction with the Lebanese armed forces; maintain close and continuous contact with other MNF; and be prepared to withdraw on order.”

Translated, it meant 800 Marines would take up posts along the “green line” separating Moslem West Beirut from Christian East Beirut. The Marines would land, as they did in 1958, at the port of Beirut on the northern edge of the city.

That landing, and what followed it, was documented by hundreds of televi-





Far left: Cmdr. William E. Dullaghan (standing), officer in charge of TacRon 21's Detachment Mike out of Little Creek, Va.; AC1 Kenneth W. Densmore (seated front); and AC2 Michael A. Green in the control tower of Beirut International Airport. Left: USS Iwo Jima (LPH 2) cruises off the coast of Beirut, Lebanon. Photos by PHC Chet King.

sion and print news people, and was fodder for major TV newscasts and front-page newspaper stories. At 5 a.m., Aug. 25, from the well decks of *Nashville* and *Hermitage*, the Marines were ferried by utility landing craft to the port.

Within an hour, they were in position. Over the next 10 days, usually with small arms blazing into the sky (from which the shells would soon fall, killing or wounding several civilians), 6,436 PLO members were evacuated from Beirut by commercial ships.

An additional 6,219 Syrians were evacuated from Beirut in surface convoys supervised by the Italians.

When PLO leader Yasir Arafat left Beirut Aug. 30, he passed through rigid security lines manned by American Marines and members of the Lebanese armed forces.

The big show was over. By Sept. 10, the Marines were back aboard ship and bound for liberty in Naples.

Then, on Sept. 13, Lebanese president-elect Bashir Gemayel was assassinated.

The Israelis moved back into Beirut. Hundreds of Palestinian refugees in West Beirut were slaughtered. Bashir Gemayel's brother, Amin, became president. He asked for the return of the MNF. The response: It would return.

When the Marines come back this time, the landing is by helo and on the

beaches alongside the runways of Beirut International Airport about 4½ miles south of downtown Beirut—where they had landed in 1958. But this time, there is a difference. This time, the U.S. Marines and the U.S. Navy men who accompany them will be ashore for an extended period, sharing peacekeeping duties with the French and the Italians.

This time, the support needed from the Navy ships and men who brought the Marines back to Beirut will have to be even more extensive. A force designed for combat, for rapid projection of power onto the beach, will serve again in the capacity of peacekeeper.

In *Marine Corps Gazette*, Col. Mead summarizes his view of the mission:

"Our numbers ashore would be increased to 1,200. Since conditions would remain permissive, our threat would be isolated to acts of terrorism and unexploded munitions. The area of responsibility contained literally tens of thousands of pieces of unexploded munitions of 125 different types from 19 countries that had accumulated over the previous eight years of fighting."

For a time, unexploded ordnance does prove to be the real enemy: A detonation makes a young Marine the only fatality of the American contingent until the August deaths of two more Marines.

In fact, in the months that follow establishment of the MNF, the daily det-

onations of unexploded ordnance—touched off purposely by explosive ordnance disposal teams—become commonplace. Marines and sailors get used to the noise. But the time comes when the noise is different, the detonations controlled only by terrorists in explosives-laden vehicles or artillerymen firing from the hills near the airport.

The American embassy, on the ocean highway near downtown Beirut, is bombed into rubble. Intelligence Specialist First Class Daniel J. Pellegrino remembers the time precisely: 1:03 p.m., April 18, 1983. He had just returned from lunch in a cafeteria which would cease to exist. He picked up the phone in his sixth-floor office to make a call, and his world was blown to smithereens around him. Evacuated once before from Beirut because of the danger, he is a veteran of bombing threats during a short tour of duty in Honduras. But this was no threat; this was reality.

"There was an ungodly, tremendously loud explosion," he says. "For just a moment, I thought the office had been hit by a rocket-propelled grenade again; we'd had one hit the office just before I was evacuated.

"I put my hands to my head. They came down bloody. Close as I can figure now, the blast knocked my head against the glass on the top of my desk. I was cut on the scalp, neck, back, nose and hands. There was the stench of explosives and gas. It was dark, and smoke was everywhere.

"I got to the middle of the building, then we made our way to the third or second floor—I can't remember which. For awhile, the way was blocked, but we were able to make it to the first floor. We climbed out a window, down a ladder. I remember seeing all those faces gawking up at me. I got some stitches at the hospital, then spent the night at my boss's apartment. I called my parents to tell them I was all right.



# Beirut

Now it's August 1983. Bunkers on the Marine compound hold crouching Marines and sailors under fire again. These attacks, and others yet to come, leave four Marines dead. Seventeen Marines and a Navy man are injured, some seriously enough to require medical evacuation.

One mortar round lands exactly 62 feet, 11 inches from the airport tower, close enough for shrapnel to shatter window panes and leave Air Traffic Controller First Class Kenneth W. Densmore with a cut arm. Densmore is certain of the distance. "We measured it," he says later.

Densmore is a member of Tactical Squadron 21's Detachment Mike, out of Little Creek, Va. Normally, his job aboard ship would be to help plan, coordinate and execute fixed wing and helicopter air support during an amphibious operation.

In Beirut, life is a bit different—actually, it's a lot different.

For as long as three days at a stretch, Densmore and other TacRon 21 ACs work, eat and sleep in the control tower. From there, they control the hundreds of helicopter flights made in support of MARG and MNF, coordinating demands for air space with Lebanese civilian air controllers whose tower they share.

Alert conditions permitting, flights are almost continuous. From May 10

through the end of July 1983, for instance, TacRon 21's Det coordinated 955 individual sorties. Helicopters carried 6,218 passengers, 92,335 pounds of mail and 389,000 pounds of general cargo. The number of takeoffs and landings at "Rock Base," the military airstrip, reached 11,528 by the end of July.

"We work very closely with the Lebanese air traffic controllers, so, naturally, we've become well acquainted with them," Densmore says. "We try to keep politics out of our work, but there are times when opinions are exchanged. They tell us the happiest day of their lives was to see the U.S. Navy and Marine Corps arrive in Beirut."

One of the most important Navy aviation facilities serving the American MNF in Beirut isn't even in Lebanon. It's a 45 minute helicopter flight away, in Larnaca, Cyprus.

On the edge of the civilian airport at Larnaca, fronting the ocean, sits a battlefield shelter. Inside this shelter, Storekeeper First Class (Surface Warfare) Brian H. Kaneta patiently completes a flight manifest of passengers who have just been flown out of Lebanon—more specifically, off the flight deck of *Iwo Jima* by an RH-53D belonging to Fleet Logistics Support Squadron 24 based at Sigonella, Sicily.

Soon the manifested passengers will be flown out of Larnaca, bound eventually to a variety of destinations—including the Navy hospital at Naples, since two of them are wounded Marines. Kaneta and six other members of Norfolk-based Naval Material Transport

Office and the Navy Cargo Handling and Port Group out of Williamsburg will stay behind, working with VR-24 flight crews to move passengers, mail and cargo to and from Beirut.

Outside the shelter are two VR-24 flight crewmen, Aviation Electronics Technician First Class Thomas O. Mathey, and Aviation Structural Mechanic First Class Steven A. Sooy. They are two of nine VR-24 people operating out of Larnaca. Of their joint operations with Kaneta and his cohorts, Mathey says, "They manifest it; we haul it—and we've hauled everything from diplomats to concertina wire. The best load we've ever had was the Dallas Cowboys cheerleaders on their way to a show."

This past September, American MNF personnel marked their first year in Beirut. The length of the American stay will depend, of course, on the results of diplomacy, negotiation, politics and military actions. One who will play a major part in decisions affecting the Americans in Beirut is Vice Admiral Edward H. Martin, recently named Commander Sixth Fleet and the officer in overall tactical command of the U.S. contingent.

Admiral Martin notes the situation in Lebanon is extremely fluid, subject to dramatic change daily. "I think what we have in Beirut," he says, "is a classic example of superb teamwork and cooperation."

"It is also a classic example of the value of America's amphibious force and of the Navy-Marine Corps team. Only they could perform this sort of operation, because their bases are the ships of the amphibious force. We are not building anything permanent on Lebanese soil."

"I think every sailor and Marine in this force should be very, very proud of the role he is playing. Every Marine and every sailor out here is performing a vital function in helping to maintain the atmosphere necessary for the government of Lebanon to get back on its feet after 10 years of strife and civil war. Any success that comes from that effort will be a direct result of the presence of the U.S. amphibious forces."

*A CH-53E Super Stallion lifts off Iwo Jima's flight deck as two others prepare to launch.*  
Photo by PHC Chet King.





# Some Things Never Change

Life is usually little more than a series of small events and impressions—some related, many not—strung end-to-end. Life as a member of the Multinational Peacekeeping Force in Beirut, Lebanon, is no different.

Illness is a fact of life for Americans in Lebanon. Virtually everyone is stricken at some point with what tactfully could be called gastrointestinal distress. At its least debilitating, it requires an absolutely certain knowledge of the location of the nearest head. At its worst, it means low-grade fever, cramps, nausea, diarrhea—the whole works. Medical people can do little more than sympathize.

The fine, reddish brown dirt infiltrates everything. No matter how well protected you are, the dirt finds its way onto your skin, into your hair.

Flies and mosquitoes are like the dirt: everywhere. If nothing else is going on, one MNF Navy unit holds fly-killing contests with a free beer as prize to the winner.

You develop a keener eye: An unknown car parked near a U.S. military building or tent earns special attention. So does any quick, unexpected movement. Joggers in the MNF compound have been known to stumble because they were paying more attention to groups of men in passing cars than they were to where they were running.

Precautions become the norm. A Navy visitor to the control tower at Beirut International Airport prepares to leave. He dons a flak vest, weapon and helmet—required items for an American military man on the streets of Beirut. Lebanese air controllers watch with interest; the visitor smiles and says, “I hope the day will come when I can visit your country without having to wear all of

this.” The farewell handshakes seem particularly warm and friendly.

Preventive medicine people frown on contact between U.S. military people and indigenous dogs and cats—for health reasons. But American fighting men still adopt mascots. It is particularly telling to spot a sailor ashore catching 40 winks on a bench near his bunker after a mortar and rocket assault on the nearby airport. On his chest, which is encased in a flak vest, sleeps his unit’s scruffy cat.

Signs are everywhere in the MNF compound. One sign in a bunker has an arrow pointing straight down. “Washington, D.C.: 2,143 miles,” it states.

C-rations are a thing of the past. These days, battle rations come as “meals, ready-to-eat,” or MREs. They’re supposed to be the latest thing in dehydrated, plastic-encased, heatable rations. They include such dishes as beef tips in barbecue sauce and chicken a la king. Instructions on some of them, particularly those containing beans in tomato sauce, specify they’re “not for inflight/preflight use.” You learn quickly which are best and which to avoid.

“Big picture” military actions may cover miles of territory and involve thousands of people. But duty in Beirut is similar to duty aboard ship. For most, it’s doing a job in a limited area, working directly with only a few people. In fact, it’s possible to spend days without walking more than 500 yards in any given direction.

The 24th MAU list of job specialties does not include a barber, which seems strange to Navy men expecting to see at least one Marine dedicated full time to providing the “high and tight” haircuts sported by many Marines. Instead—for a buck a cut—certain individuals with

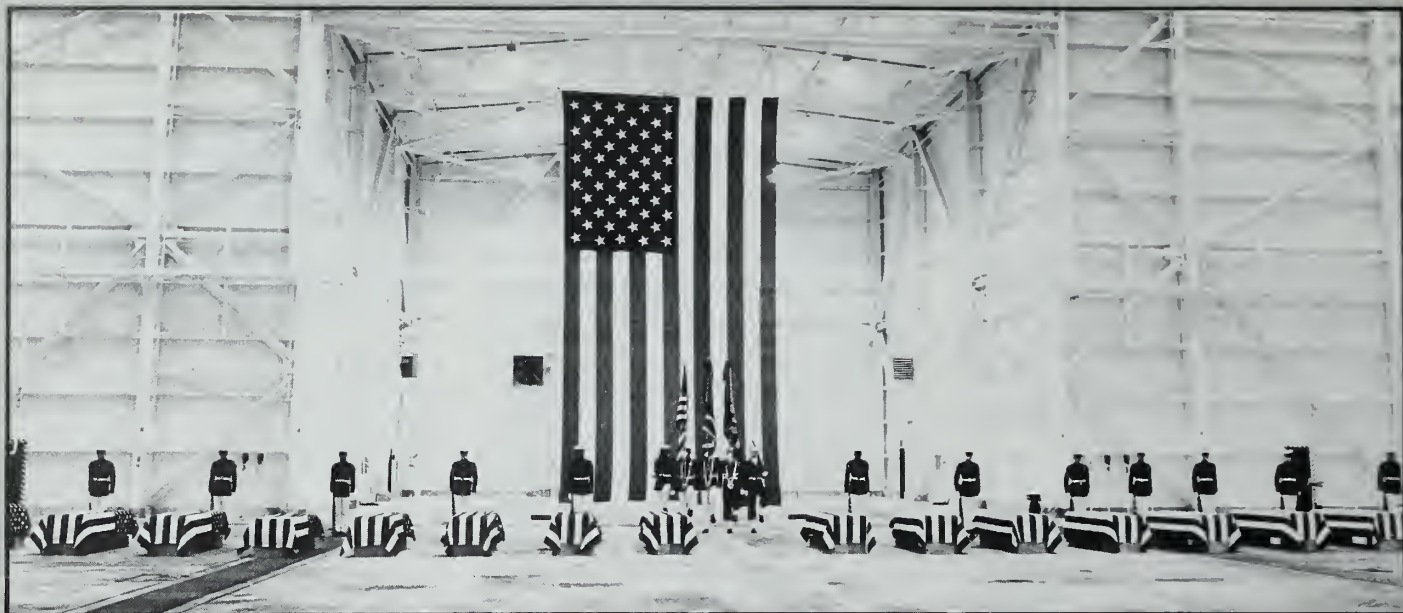
some sort of barbering experience take on the task of cutting hair.

In the days of sail, sailors had limited fresh water available for such niceties as baths. In days of artillery, rocket and mortar attacks in Beirut, the Lebanese water dries up at about the same time local electricity shuts down. Result: some ingenious methods for attempting to clean the body, using fresh water from a “water buffalo.”

For more than a week, the 24th MAU officer/staff NCO shower has been without hot water. Finally, repairs are made to the two inadequate water heaters. Next day, the best of the two available showers refuses to function. Day after that, one of the water heaters breaks down again. Aware of how some line companies live, however, no one complains.

Motorized patrols into Beirut are breathtaking in more ways than one. Traffic is impossible—people are everywhere—but the idea is to keep moving because a moving target is harder to hit. Stop signs exist only to be universally ignored, and traffic lights are out of commission for hours. A working horn seems more important than working brakes.

When fighting erupts anywhere, traffic stops everywhere. The difference is quietly terrifying, almost as terrifying as the whistle preceding an “incoming.” You hope the situation will stabilize, the fighting will stop. Lebanese are remarkably resilient; given a few days without war, the streets teem again. There’s nothing like joining a Marine patrol on one of those quiet days to get some idea of how these people live and work, and there’s nothing like a smile and a wave from a friendly Lebanese to get the impression you’re doing something worthwhile after all.



# Blessed Are the Peacemakers

**I**N THE pre-dawn darkness of Oct. 29, an Air Force cargo plane touched down at Dover Air Force Base, Del. On board that plane were the bodies of 15 U.S. Marines, the first of the bombing victims to be brought home from Beirut. They were but a mere handful of those murdered in the bombing of the Battalion Landing Team 1/8 headquarters building the week before.

Under extremely tight security, the aluminum caskets containing the bodies were carried from the plane to an aircraft hangar, where they were lined up in a single row on gray cinderblocks and draped with American flags. Another casket containing the body of a Marine killed in Grenada was added to the row. The hangar, normally used to wash planes, would serve as a chapel for the memorial services.

Marine honor guards in dress blues stood at attention behind the caskets, each man staring straight ahead. A huge American flag hung from the overhead beams.

A Marine escort led family members and loved ones of the dead Marines to

their seats. Some mourners wept openly. Others sat and stared at the flag-draped caskets, oblivious to the barrage of television camera lights shining in their eyes.

During the somber 20-minute ceremony, Rear Admiral Neil M. Stevenson, chief of chaplains, U.S. Navy, prayed, "Blessed are the peacemakers for they shall be called the sons of God. Eternal father—strong to save—we stand in awe before your sons. They are an honor to their families. They have witnessed their fidelity to our nation—they have evidenced their respect for humanity—they have presented themselves before your grace in the pursuit of peace."

Chief of Naval Operations Admiral James D. Watkins told those gathered that he knew these dedicated men served with a proud sense of purpose and conviction. "They did not doubt their vital role in helping to bring a war-torn Lebanon to its feet, giving its people some hope," he said.

Marine Corps Commandant General Paul X. Kelley called the terrorist bombing a "cowardly, heinous act." While he was in Germany watching the caskets



being offloaded from an aircraft, General Kelley said: "As I wept inside, I asked, 'Lord, where do we get such men?' And I was reminded that if our nation is to be great, if our nation truly is to be the land of the free, that it also must be the home of the brave."

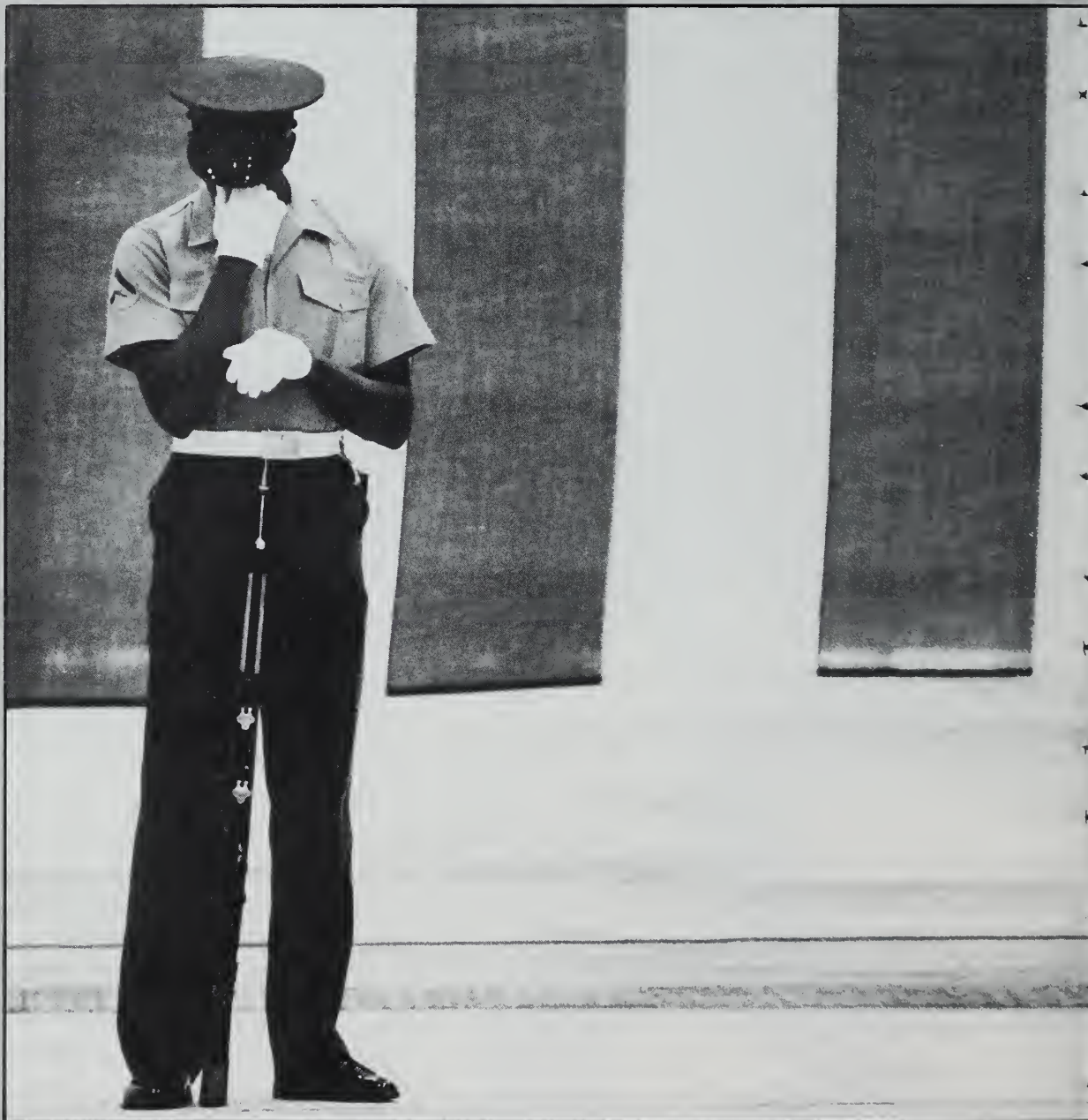
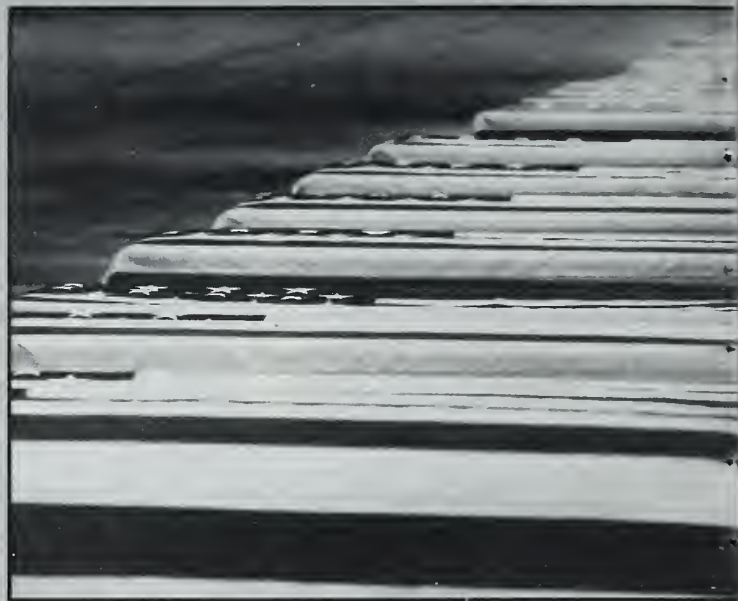
Family members struggled unsuccessfully to maintain their composure during the dirge-like playing of "The Marines' Hymn."

Admiral Watkins and General Kelley talked to family members for a few moments before they were led out of the hangar chapel. Shortly after everyone had left, the caskets were removed from the hangar. Only the American flag and cinderblocks remained, waiting for the next group of caskets to arrive.

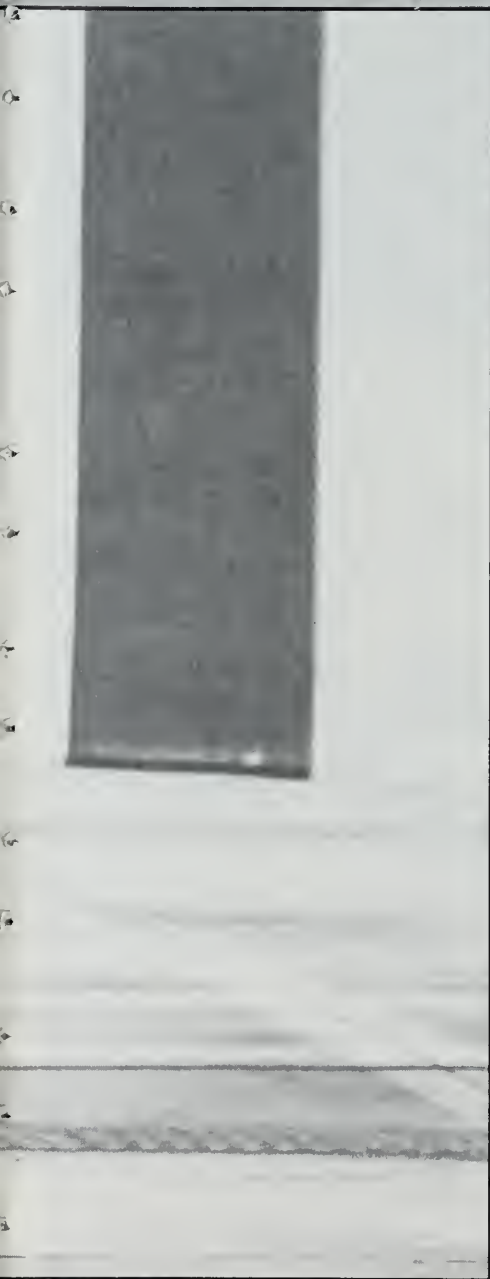
— By PH2 Perry Thorsvik











**‘Lord, where do we get such men?’**

—General Paul X. Kelley  
Commandant, U.S. Marine Corps

# Bearings

## Sailors Battle Fires in Italy



More than 400 sailors, including the duty rescue and assistance team from USS *Orion* (AS 18), helped fight brush fires that raged across the countryside threatening life and property in La Maddalena

and Palau, Sardinia, Italy, last summer.

Answering the Italian authorities' call for help were more than 300 sailors from *Orion*, 75 crew members from submarines alongside—USS *Silversides* (SSN 679),

and USS *Sturgeon* (SSN 637), along with 60 men from the Navy Support Office in La Maddalena.

Armed with shovels, water packs, brush cutters, and portable water pumps and hoses, the sailors worked feverishly to dig firebreaks and contain the fires at the two sites.

Navy spouses assisted in the firefighting effort by driving trucks, supplying food and water, and hauling equipment to and from the burning areas. Small boats were dispatched to evacuate civilians from housing areas where the fires prevented access from roads. The Navy Support Office's Rock Recreation Center in La Maddalena and the Palau Community Center were turned into temporary shelters for those whose homes were destroyed.

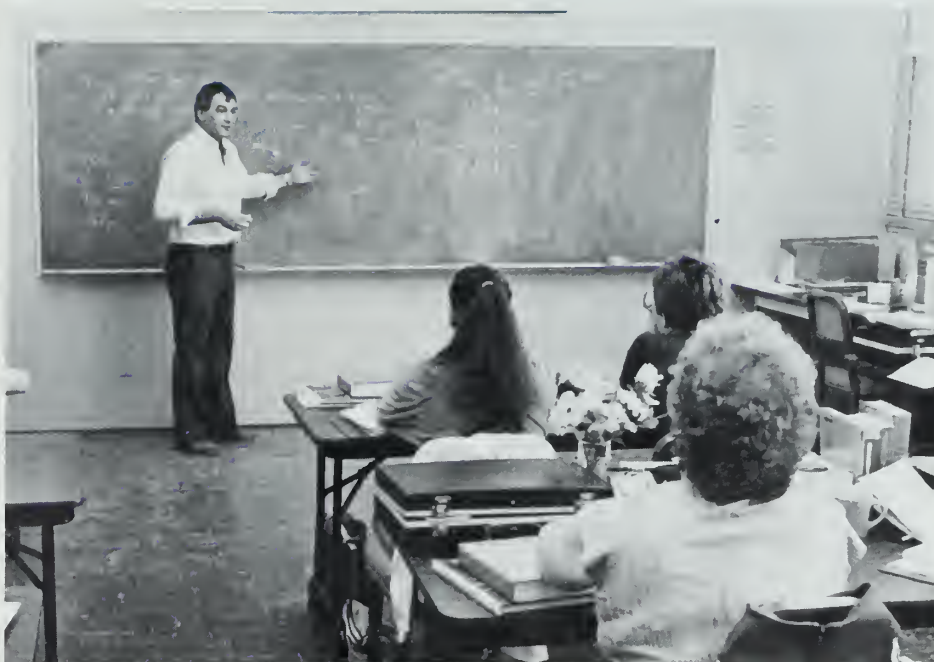
The two fires were the worst in recent history in the northern Sardinia area, and damage to property was extensive. More than 2,000 acres of land were burned, but property damage was minor. Thanks to the Navy volunteers' efforts, no lives were lost.

—Story by SN Brigmon D. Lohman,  
USS *Orion* (AS 18)





## Upward Mobility at Point Mugu



The Pacific Missile Test Center at Point Mugu, Calif., is building a skilled civilian work force through upward mobility.

To fill a need for electronics technicians, the career development division established the Occupational Conversion Training Program in August 1982. All civil service employees GS-9 and below were eligible to apply.

The current class of 23 students began training last January. The intensive nine-

month, full-time classroom program uses a computer-aided instructional system which parallels classroom training. Dorothy Spencer, Point Mugu's employee development specialist, estimated that \$120,000 worth of laboratory equipment



has been acquired, and about \$15,000 of additional test equipment will be purchased.

Upon completion of classroom training—slated in September—the students will participate in three four-month rotational assignments for the remainder of their upward mobility program. Employees will state preferences for permanent job placement at the GS-5 level, and the jobs will allow advancement to the GS-9 level.

—By PH2 Gary Rice,  
Point Mugu, Calif.



**After BOOST.** With the commissioning of Ensign Michael Cavano at the University of Mississippi on Aug. 6, five BOOST (Broadened Opportunity for Officer Selection and Training) students have successfully ended their quest for officer rank. The five began their education together in 1979 and now are commissioned officers: (front row, from left) Midshipman, now second lieutenant, Tommy Scott; Ensign James Hanson; Midshipman, now ensign, Richard Impellizzeri; (back row, from left) Midshipman, now ensign, Michael Cavano; and Midshipman, now ensign, James Williams Jr.



# Bearings

## A Special Project

Navy and Coast Guard volunteers in the New Orleans area answered a call in July for pacers, confidence-boosters, huggers and puppeteers. Sound strange? Not really—the two sea services lent their support to mentally and physically disabled athletes from around the world at the Summer Special Olympics held at Louisiana State University.



Although the athletes started slowly, there were no complaints, only determination and smiles. "One little guy had no confidence in himself in the high jump," Seaman Pam Augenbaugh said. "People kept telling him he could do it, and finally he made it and he started screaming, 'I did it, I did it!' It made me want to cry."

"I loved the five-minute standing ovation a mentally disabled paraplegic from

the California team received after doing tumbling competition," Religious Program Specialist Second Class Kevin O'Connor said.

Yeoman First Class Adan Zapata acted as translator during the seven-day event for some olympians from Mexico, Chile and Paraguay. "At first they were kind of shy, but after a day or two they began to open up to me," Zapata said.



Lieutenant Junior Grade Daniel Cronin said, "The Special Olympics was a worthwhile experience; it changed my perspective of the handicapped. They are truly special friends."

—By PA3 Gary L. Starks, USCG





## Navy Newport Celebrates a Centennial

The Naval Education and Training Center, Newport, R.I., marked its 100th anniversary June 4 with special commemorative events, the beginning of a yearlong community celebration of the Navy's rich heritage in Newport.

The Navy is the largest single employer in Newport County, paying out almost \$230 million annually to more than 9,000 civilian and military people at 32 separate Navy or Department of Defense commands.

Community festivities ranged from a Blue Angels' aerial demonstration before an estimated 50,000 spectators on Armed Forces Day to a family picnic with music by the Northeastern Navy Band. The most significant event during the celebrations was the unveiling of the Navy Bluejacket Memorial statue.



**Guadalcanal celebrates 20 years.** The 20th birthday for USS *Guadalcanal* (LPH 7) was celebrated in July with a picnic on the flight deck for the crew and their dependents and guests. Crew members of the Norfolk-based amphibious ship (l-r) OS2 Mark Schreiber, OSSN Larry Green, OSSN Harold Zigan and FA Robert Davis lined up to sample the hot dogs and homemade cookies. The ship is named after the 1942 battle in which 60,000 Navy, Marine and Army men joined forces to secure the island in the Solomons. Seventy-one-year-old Mr. I.H. Burakowski, who served aboard USS *Atlanta* during the World War II battle, was invited to cut the birthday cake along with commanding officer, Capt. Paul W. Parcels, and AN Thomas Jozwiak. Jozwiak's birthday is the same as *Guadalcanal*'s, July 20, 1963. Photo by PHAN Joaquin Miranda, USS *Guadalcanal* (LPH 7)

"In Newport, where much naval history has been made, bluejackets have played a vital part in the history of our Navy and the history of America," said sculptor Felix de Weldon during the unveiling ceremony in Newport's Market Square. "Their skill, courage and determination contributed to the effectiveness and success of our ships to keep the seas open for free people to use," he said.

The fiberglass statue, to be redone in bronze when enough money can be raised, depicts a young Navy man with a sea bag over his shoulder waving goodbye as he returns to his ship. Operations Specialist Third Class Patrick J. Joray, from USS *Elmer Montgomery* (FF 1082), served as model for the statue.

Other special events included A-4 Skyhawks flying over Narragansett Bay; raising the 38-star U.S. flag of 100 years ago; dancing at the various clubs; a centerpiece contest; and students from Officer Candidate School and the Naval Academy Preparatory School standing in special formation on Nimitz Field to spell out 1883-1983 while photographers captured the spectacle.



# Black Ships Return

Story by JO1 Ruth Lawrence, U.S. Naval Forces, Japan

Photos by JO2 Jeffrey Nelson



Inclement weather did not dampen the spirits of sailors gathered for the annual Black Ship Festival held recently in the small fishing town of Shimoda, 100 miles south of Tokyo.

Each year the U.S. Navy participates in the three-day festival commemorating the arrival of another Navy man—Commodore Matthew C. Perry—and his famous fleet of black ships in Japan in 1853. Perry was the first foreign representative to be received on Japanese soil in more than 200 years of that nation's self-imposed isolation. He also was responsible for the Treaty of Kanagawa, which opened the country to trade. Diplomatic and cultural relations

between Japan and America soon followed.

Rear Admiral Gerald W. MacKay, Commander U.S. Naval Forces Japan, said, Perry's arrival "opened the way to the understanding, respect and trust we (Japan and the U.S.) enjoy today, as nations and as individuals."

The festival—which featured a re-enactment of Perry's famous arrival and the signing of the treaty by people in 18th century costumes—was also attended by



*Above: A U.S. Seventh Fleet combo plays rock and disco music. Right: A grave marker at the Gyokusenji temple in Shimoda.*





crews of two ships from Yokosuka, USS *Francis Hammond* (FF 1067) and USS *Lockwood* (FF 1064).

The Marine Corps drill team and color guard from Marine Barracks, Yokosuka, and the Seventh Fleet Band marched in the parade. Later, disco and rock music by the Seventh Fleet Band during an outdoor concert added a 20th century touch to the event.

Although inclement weather prevented sailors aboard *Hammond* and *Lockwood* from coming ashore during the first two days of the festival, they still found plenty to do and see when liberty boats started running on the last day. Besides the usual sightseeing, souvenir shopping and picture taking, many spent the time getting acquainted with local citizens. Several ball games pitting the fleet sailors against local school teams claimed the time and attention of many.

While the sailors looked over Shimoda, townsfolk were given the opportunity to line the boat landing to tour *Lockwood* at anchor.

The Shimoda Black Ship Festival was an overwhelming success and was enjoyed by all.



Upper left: Marines from Yokosuka Naval Base march in the black ship parade. Left: Capt. W.G.A. Sympson, commander, Fleet Activities Yokosuka, receives a ceremonial wreath from a flower girl. Above: Cmdr. William F. Ritzman, commanding officer of USS *Lockwood* (FF 1064), places a wreath during the official Black Ship Festival ceremony.

# Making It in Boot

By PH1 James Wallace, PA Center, San Diego





# Camp



For some, it's the biggest challenge of their lives. For others, it's a passing irritant on the way to bigger and better things. But for all who pass through the gates of the Recruit Training Command San Diego, it's a proving ground.

The goal for thousands of fresh high school graduates is to make it through. The only measure of success is completion of the 108-year-old Navy tradition called boot camp.

The mission of this sprawling training center hasn't changed: indoctrinate and orient recruits in the basic skills necessary to make the transition from civilian to Navy life. But achieving this in an eight-week period leaves no time for easing the routine.

The transition begins the moment recruits step off a Navy bus at an open compound to begin their in-processing. Confused, it's only natural that they do not know what to expect.

"The first day, most of us were scared," said Recruit Genaro J. Arce. "They woke us up at 3:30 a.m. banging on trash cans, shaking bunks and yelling. I didn't know where I was or why I was here."

*Maybe he means it and maybe he doesn't, but boot camp isn't any place to challenge the authority of a company commander.*

"I was expecting more of a laid-back situation where I would come in, they would give me my stuff and assign me a company—but it didn't work that way."

The rude awakening is designed to get their attention fast. It does.

"Most of the counseling and guidance comes in the first week," said Chief Quartermaster Kent A. Kolbrak, a company commander who in his time at the Recruit Training Command has "pushed" 15 companies.

"That's when they're adjusting to being away from home where they may have had their own room," he said, "Here they're sharing an open-bay barracks with 79 other people. There's a lack of privacy; you just can't wander off into a corner."

The fear of the unknown is soon displaced. The recruits realize where they are, why they are there, and that there's no backing out.

"The fear goes away after the first three days," said Arce. "Then you know you're in trouble," he quipped.

The first three days, recruits spend their time in being processed. They receive close haircuts and are herded from one center to another where they are fitted with uniforms and given medical and dental exams. Then they are formed into companies



# Boot Camp

and assigned to a company commander. The real training begins.

The eight-week program isn't as physically demanding as the Army's or Marine Corps', but the Navy's program is still physically and emotionally trying. Recruits participate in two hours of physical fitness training three times a week. By the end of boot camp, a recruit can run 2¼ miles in 18 minutes or less.

"Looking back, the emphasis is shifting more from the physical to the technical side of our Navy," said Captain John K. Gardella, RTC commanding officer. Still, there is enough drilling and physical exercise left that, when young men graduate after eight weeks, they know how to carry rifles and march as a unit.

"Physically, we focus on aerobics," said Gardella. "It used to be that all the physical aspects of boot camp were based on the ability to carry a rifle, put it over your head, and do physical exercise with it. That still exists to a certain degree, but now we have an extensive aerobics pro-

gram designed to build total body strength."

Recruit training began as a recommendation in 1875 by Commodore Stephen B. Luce to provide trained seamen for both the Navy and merchant marine. At that time, Congress authorized enlistment of 750 youths between the ages of 16 and 18 to serve in the Navy until they reached 21.

Under Luce's plan, recruits were given preliminary training instructions on station ships and then were transferred to ships in training squadrons where they were taught gunnery, seamanship and other nautical skills.

Over the years, the system expanded. Although Luce favored training at sea, boot camps were established ashore. These served as the forerunner of the Navy's present training system.

Today that system takes place at three

*In boot camp, the goal is to try to do your best—then try to do even better.*





training centers: Great Lakes, Ill.; Orlando, Fla.; and San Diego. More than 100,000 recruits go through training annually. About 25,000 are trained annually at San Diego which receives as many as 250 recruits a day.

A recruit's day starts at 4:30 a.m. and ends at 9:30 p.m. In between, every minute of his time is regimented. Once taken for granted, a regular break to enjoy a Coke or a candy bar becomes a luxury and a privilege extended by a company commander. The recruit's time is spent attending classes on everything from leave-and-liberty conduct to damage control and firefighting. He also spends many hours drilling and maintaining an exceptional personal appearance. It's all designed to make the recruit a better sailor.

Gardella feels the program is a success.

"Every Thursday night I help host a reception for the parents, wives, relatives and guests of graduating companies," he said. "Every week someone thanks me and the center for what we've done. One

father said, 'It's the first time my son has ever called me sir.' This is symbolic of the changes, the discipline and the attention to detail that we focus on."

Parents and relatives are not the only ones to see changes. No matter what their ages, recruits say they also notice the change in themselves.

"Even though I'm older, I think I've become more disciplined," said Recruit William D. Wimmer who is 29. "Now I pay more attention to detail and what I'm doing."

"The biggest change is the self-respect," said Kolbrak. "For a lot of recruits, this is the first time they've been on their own and done anything themselves. They're really proud."

During the time in boot camp, recruits live and learn in an atmosphere designed to foster teamwork. Most learn to set aside personal feelings and desires and put their company first.

"I'm a college graduate and I don't have to do something like graduate from boot

camp to feel good inside," said Recruit Ernest D. Terry. "I think my ultimate reward will be that I and 90 other guys stuck it out together and made it to the end."

Graduation is followed by d-day, departure day. It's a day most of the new sailors fantasized about many times the weeks before.

As friends and relatives look out over the parade field with its colorful flags and listen to a band playing "Anchors Aweigh," the recruits receive their honors. They've just completed a big step in their lives.

"They like themselves. They're proud to depths that maybe they haven't felt before," said Gardella. "They have been tested and challenged, physically and mentally, and have come out successful. They've accomplished something."

"The fleet awaits them."

*Like the hair that is shorn from their heads, recruits leave behind old habits and old thoughts to reach by the end of boot camp a feeling of pride and professionalism.*





# Spruance-class Destroyers

## Greyhounds with

By P.M. Callaghan

Of all the classes of U.S. Navy operational destroyers—"greyhounds" of the sea—the *Spruance* class is the largest, with 31 ships. Lead ship of the class, USS *Spruance* (DD 963), was launched in 1973, and the last, USS *Hayler* (DD 997), was commissioned March 5, 1983. All were constructed in Pascagoula, Miss.

The *Spruance* class was named after Admiral Raymond A. Spruance, who, with Fleet Admiral William F. Halsey, led U.S. Navy operations against the Japanese in World War II. The class was built to replace many of the aging post-World War II-era destroyers which had

been extensively modified through fleet modernization programs in the 1950s and 1960s.

The *Spruance* class was the first major class of Navy warship to use gas turbine engines for propulsion. Each ship of the class has four General Electric LM-2500 gas turbines that provide 20,000 shaft horsepower. Usually, two engines are operated for normal steaming requirements, with the third and fourth engines "kicking in" for flank speed. In addition to its low operating cost and small space requirement, the gas turbine has "cold start" capability.

Controllable-reversible pitch propellers are used. This adds another capability to these destroyers—to make abrupt stops and reversals in course by virtually instantaneous shifts in the propeller pitch.

Gas turbine engines were only one innovation in the design. Extensive use was also made of modular construction. A high degree of automation was incorporated into the design making it possible to man each destroyer with only about 270 men or a 20-percent reduction in manpower requirements over World War II vintage destroyers.

Anti-submarine warfare is the primary mission for which the *Spruance*



USS *Spruance* (DD 963) (above) under way during its shakedown cruise. *Spruance*-class destroyers (right) under construction by Ingalls Shipbuilding in Pascagoula, Miss. The final *Spruance*-class destroyer (far right) is delivered to the Navy during a ceremony held on board.





# Gas Turbines

class was designed, especially ASW operations with carrier battle groups. The *Spruance*-class ship has improved sea-keeping abilities which are not shared by older "greyhounds." These give the *Spruance* class improved ASW capability at high speed.

The *Spruance* class is believed to be one of the world's largest classes of modern war ships originally designed without the incorporation of a major guided missile system. When the first of the class were being laid down, it was claimed that their weapons and general combat capabilities were inferior to those of contemporaries in foreign na-

vies. This, however, has been rectified with the retrofitting of *Harpoon* missile systems on board.

Under the fiscal year 1978 budget, Congress appropriated \$310 million to construct an "air capable" version of the *Spruance*-class destroyer. This vessel was to have an enlarged hangar and an extended flight deck, which would not only increase helicopter capacity but would also make the ship capable of handling V/STOL ASW aircraft.

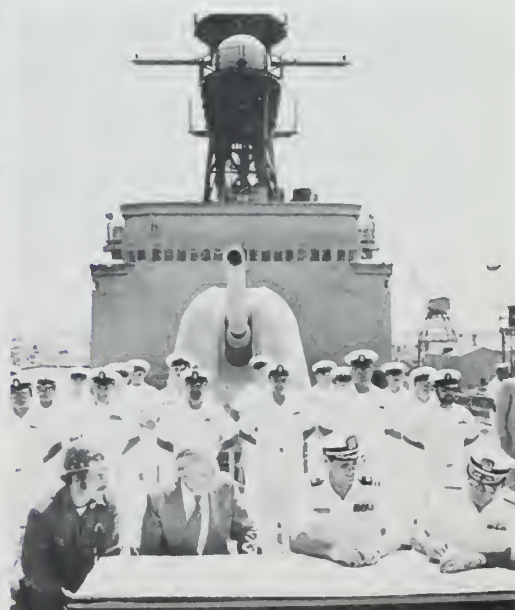
The Navy determined that it could build only a standard class destroyer with the money allotted. The "air-capable" ship idea was scrubbed. Instead,

the 31st ship of the class was made capable of carrying an SH-2 *Seasprite* helicopter.

Four additional hulls—DDG 993 through 996, "improved *Spruances*"—were added to the U.S. fleet as the *Kidd* class of guided missile destroyers. As "improved" ships, they were designed for general warfare instead of ASW specialization. Not only were they constructed with two 5-inch guns (standard armament for the class), but they also came equipped with two twin Mark 26 launchers for the firing of Standard missiles and ASROC.

Just like the *Gearing*, *Forrest Sherman*, *Coontz*, and *Charles F. Adams* classes before, the *Spruance* class of destroyers will be an important part of our operational fleet for some time to come. And they, too, will be followed one day by the more capable *Arleigh A. Burke* class.

For now, the *Spruance* class is the mainstay of our escort types in the fleet and more plentiful than other destroyer and cruiser classes. As warships, the *Spruances* sail in a class by themselves.





# Mail Buoy

## Corpsmen Ship Names

SIR: Regarding the May 1983 issue—the inside back cover shows a picture of USS *De Wert* (FFG 45). In the caption you mention this was only the second ship named for a hospital corpsman. After checking, I believe there is at least one other ship named after an HM: USS *Valdez* (FF 1096). *Valdez* was awarded the Medal of Honor, and I believe he got it during the Vietnam War.—RP1 David Trejo.

• Since World War I, a total of 12 ships have been named after hospital corpsmen, the majority of whom were awarded the Medal of Honor. The cutline erred in that it did not clarify the fact that *De Wert* was the second ship built by Bath Iron Works to be named after a corpsman. Somehow that information was dropped.—ED.

## Hispanics

SIR: We Hispanics were all very excited and pleased to read your article on Hispanics in the July issue of *All Hands*. There are quite a number of Hispanic people in our squadron, especially in the shop to which I am presently assigned and also of which I am supervisor. I am proud to hear of our contribution to the Navy.—AMH1 Aguilar Ricardo

• Thanks for your comments; we're glad that the feature was of interest to you and others aboard *Ranger*.—ED.

## Underwood and Others

Sir: It was with great interest, and to a lesser degree, amusement, that we on board the "First and Best in the West" read your recent article on USS *Underwood*, "the only ship on the Navy's active list to be named for a former submarine commander." USS *Lockwood* (FF 1064) is now homeported in Yokosuka, Japan, as part of the Navy's Overseas Family Residence Program. As best as we can determine, it is still on the "Navy's Active List."—CPO Mess, USS *Lockwood* (FF 1064).

• We realize that we went out on the limb when we stated that the *Underwood* was the only active Navy ship to be named after a sub-

marine commander. Trouble always crops up when we use words like "first" or "only." No matter how much we guard against such use, the words make their way into print every now and then. The biggest example of a Navy ship today named after a former submarine commander is the nuclear aircraft carrier USS *Nimitz* (CVN 68). Any schoolboy could have told us that without adding USS *John A. Moore* (FFG 19), *Lockwood* and others.—ED.

## Bos'ns Are a Rare Breed

SIR: It has been brought to my attention that people teaching class "A," "B," and "C" schools have been telling students to study hard and pass their tests or they will end up being sent to the fleet in the first division. In other words, they will be known as "deck apes." Their duties will consist of chipping paint, painting, and cleaning heads and compartments.

This may be true in some ways, but there is much more to being a boatswain's mate. As boatswain's mates, we are in a class by ourselves—we are the *oldest* of the seagoing ratings, dating back to the 16th century. I cannot see how boatswain's mates can be classified as ignorant when they have so much responsibility. A young seaman going up for third class boatswain's mate has to take a BM3 correspondence course covering 16 chapters which include a wide variety of subjects. Then, when he goes up for first class and chief, there are 10 more chapters to complete. All told, there are 26 chapters of concentration.

If it sounds like I'm boasting, I am. I am proud to be a boatswain's mate just as my fellow boatswain's mates are proud. We may be—and are—a rare breed, but ignorant we are not.—BM2 Paul E. Freeman, USS *Edson* (DD 946)

• You and others like you are the kind of people who make our Navy what it is—full of pride and completely professional. Thanks for sharing your feelings with us.—ED.

## The Sailing Tarpleys

SIR: Your article in the August 1983 issue, "The Tarpleys Go Sailing Again," omitted the following information about that remarkable Navy couple:

While he was assigned to USS *Prairie* (AD 15), homeported in San Diego, he taught sail-

ing fundamentals to more than 100 crew members during two deployments to the Western Pacific. (I was his CO and also one of his students.) MSCS Tarpley is now Ensign Tarpley, USN.

The Tarpleys exemplify the finest attributes of an ideal Navy team. (She was a most effective ship's ombudsman). I consider myself lucky to have been associated with them.—Capt. G.A. Archambault, USNR

• Thanks for the added info on the Tarpleys; we had no way of knowing Ensign Tarpley's activities aboard USS *Prairie* (AD 15). Tarpley probably did not mention his *Prairie* experience to the writer.—ED.

## Reunions

• USS *Woolsey* (DD 437)—Planning a reunion. Contact Tony Torres, 13710 Capiz Court, Whittier, Calif. 90601; telephone (213) 693-8023.

• USS *Belknap* (DD 251-APD 34)—Crew members from World War II, contact Paul J. Eisenman, 540 E. Portage Terrace, Apt. 103, Cuyahoga Falls, Ohio 44221; telephone (216) 928-4415.

• USS *Reno*—Planning a reunion. Contact Louis A. Trebino Jr., 343 Dairy Road, Auburn, Calif. 95603; telephone (916) 885-3835.

• USS *Hank* (DD 702)—Crew members interested in a reunion, contact John LaSala, PO Box 18, Ewan, N.J. 08025.

• Former Signalmen—Reunion planned. Contact David C. Graham, Society of Signalmen, PO Box 11247, San Diego, Calif. 92111.

• USS *LST 266*—World War II crew members interested in a reunion, contact William Campbell, 3 Charlement Court, N. Chelmsford, Mass. 01863.

• Carrier Escort (CVE)—Anyone interested in forming a Carrier Escort Sailors Association, write W.W. Irwin Jr., 2134 Hoyt Drive, Baton Rouge, La. 70816.

• VP/VPB 44 World War II Squadron—Planning a reunion for anyone who served in the squadron from late 1943 to 1945. Contact Cmdr. Philip R. Wigg, USNR-R, 150 Vine St., Bowling Green, Ohio 43402.

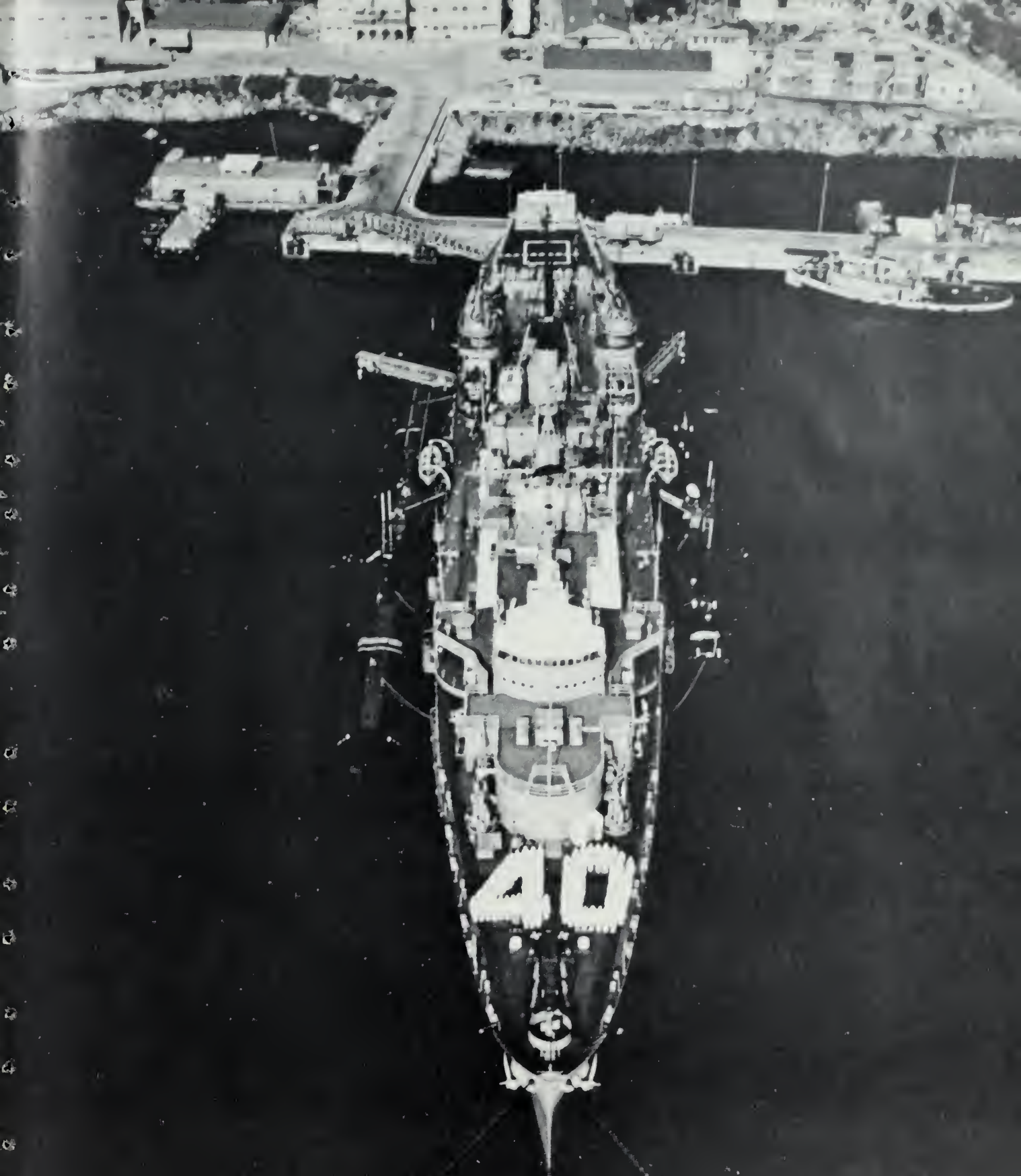
• USS *Cooper* (DD 692)—Reunion in January 1984, Knoxville, Tenn. Contact Ray Shiel, 26 Whipple Ave., Cranston, R.I. 02920; telephone (401) 942-7997.

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Crew members celebrate their ship's 40th birthday on the foredeck of USS Orion (AS 18), one of the Navy's oldest ships on active duty. Homeported in La Maddalena, Italy, Orion is still meeting its commitments to Commander Submarine Refit Training Group, La Maddalena, and Commander Submarine Group Eight and is the only submarine tender in the Mediterranean.





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